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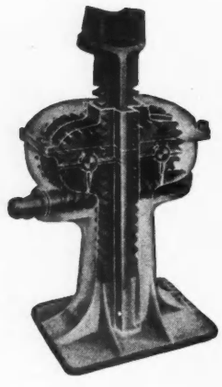

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THE PRESIDENT'S PAGE

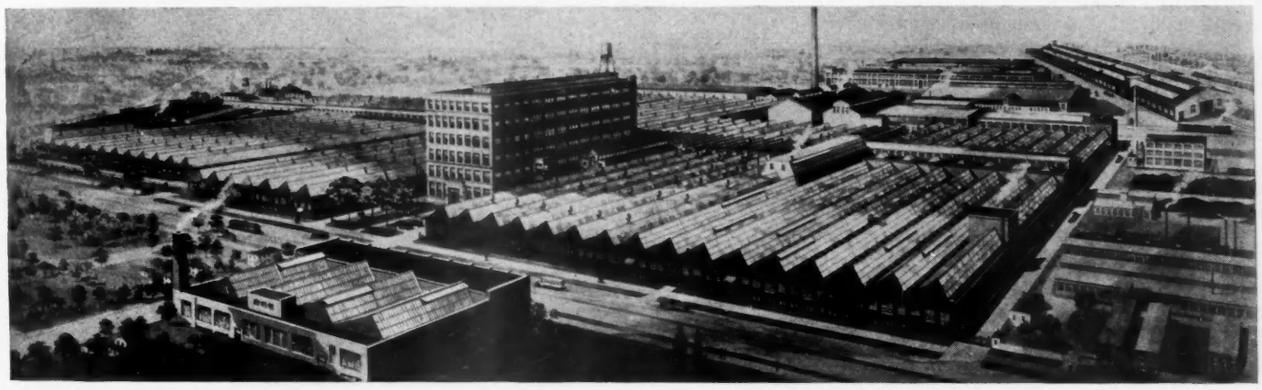
COMMERCIAL CAR JOURNAL

PHILADELPHIA PENNA.

JANUARY, 1932 VOL. XLII, No. 5

Truck Makers, Who Through Hard Thinking and Intelligent Planning Have Weathered the Slack Period, Will Play an Important Role in Our Return to Normalcy

By A. G. Bean
PRESIDENT
The White Company



WE have just passed through two long years which have demanded hard thinking and intelligent planning. What the future has in store for us depends largely upon how well we can adapt to our particular needs the lessons we have learned.

If we have carefully put our house in order during these lean days we come to 1932 with stronger organizations, operating at lower costs, equipped to seek new markets and prepare to return to the fundamentals of manufacturing and selling which we lost sight of during a period of sensational prosperity.

Well established manufacturers of trucks and motor coaches will play an important role in our return to normalcy. Transportation and distribution over the highways has within the short space of 10 years grown to be an integral part of our economic structure. Highway transportation is a part of every business, whether large or small. The food we eat, the clothes we wear, the building materials used in our houses, in fact everything that is sold is transported on the highway at some time during production or distribution. Being such an important part of business it is only reasonable to presume that any betterment in general conditions will be quickly reflected in renewed buying of motor equipment.

Realizing the importance of highway transportation, manufacturers of motor equipment have always planned for the future, giving to business the means to expand into new trade

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The following are excerpts from the opinion by Justice Cotillo in the case of Brockway Motor Truck Corp. vs. City of New York et al.

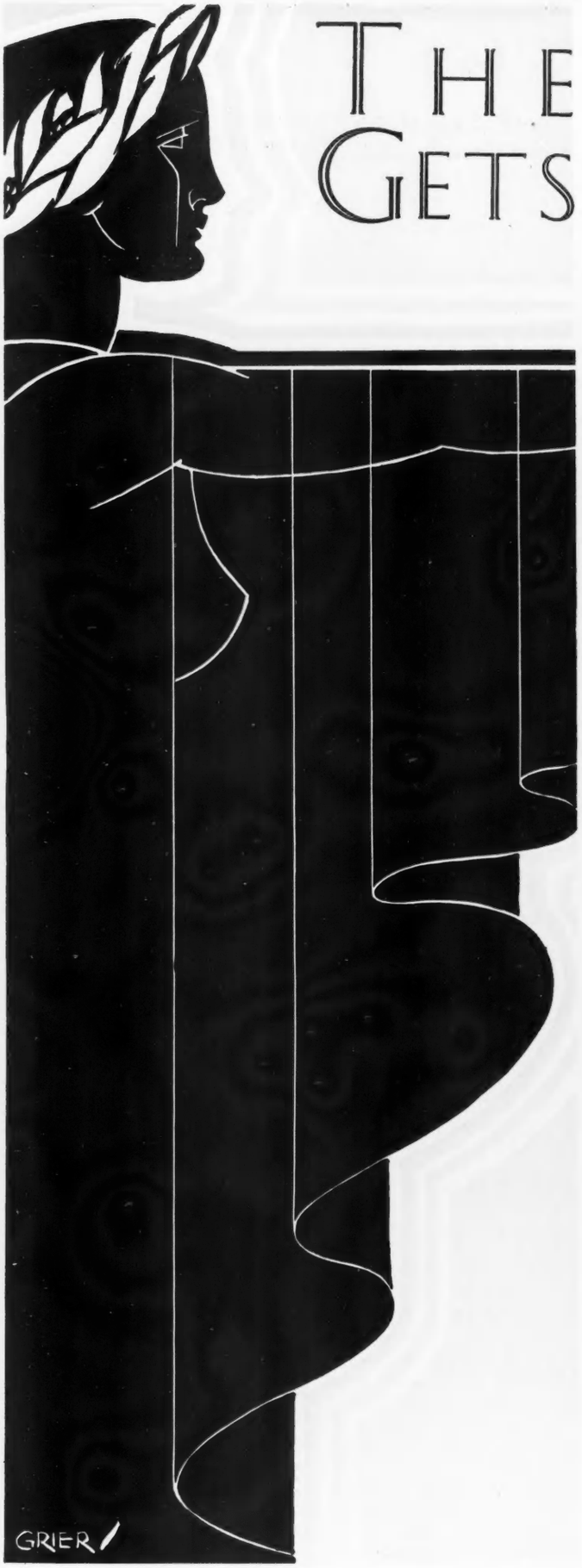
THE plaintiff in a taxpayer's action is seeking to restrain the defendants from receiving bids for furnishing and delivering motor-driven snow brooms to the department of sanitation of the city of New York and from making an award on the bids so received, and is also seeking to direct the defendants to prepare specifications for the said motor-driven snow brooms so that "assemblers" as well as "manufacturers" can bid for the said equipment. The commissioner of purchase for the city of New York is now advertising for bids for furnishing and delivering motor-driven snow brooms to the department of sanitation. The specifications for this equipment, of which the plaintiff is complaining, provide as follows:

> "(d) That the manufacturer of the chassis has in operation a factory adequate for and devoted to the manufacture of the MOTOR OR ENGINE, transmission, front and rear axle which it proposes to furnish in the chassis."
>
> "(h) That the manufacturer of the chassis has been engaged in the continuous manufacture and advertised sale of motor truck chassis for at least ten years."

The plaintiff in this action is not a manufacturer within the meaning of said specifications but is what is called in the automobile trade an assembler. * * *

In its supporting affidavits plaintiff sets forth at great length that the language of the specifications shuts out from bidding an entire class of truck manufacturers, including the plaintiff, regarding whose facilities for making good on contracts and repairs and regarding whose financial ability there is no doubt. It shows as a corollary from these considerations, that the restricted competition tends to extravagance in price for a product in no way superior to that of the class shut out.

It is the contention of the city in reply, that the purpose of the aforesaid specifications is to obtain bids for motor-driven snow brooms from builders who furnish a chassis or motor which is made by a manufacturer and not by an assembler who assembles the chassis or motor from parts produced by other firms. The defendants also agree that it is the experience of the department of sanitation and its predecessor, the department of street cleaning, that makers of assembled trucks constantly change their source of supply for the principal parts used on the chassis and because of this fact do not have on hand a ready supply of repair parts, and that this inability to secure essential repair parts results in the disruption of the normal activities of the department and in many instances shortens the life of the equipment. In short, it is claimed that in making purchases from manufacturers of trucks as distinguished from assemblers, the city is assured of a more certain supply of parts for replacement.



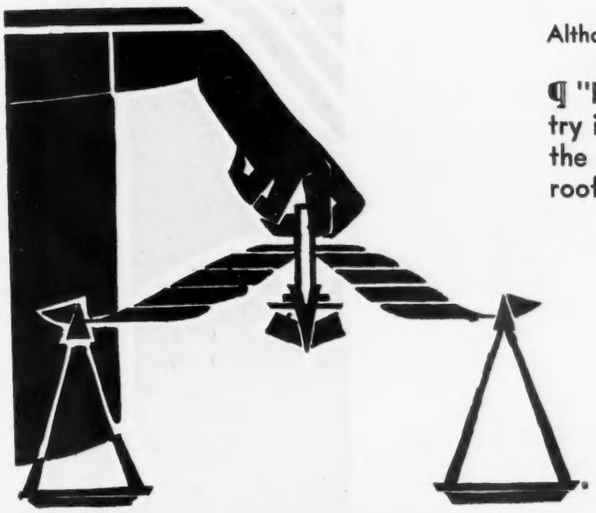
Assembled Truck Judicial Praise

Justice J. Cotillo

Of the Supreme Court of New York

Although denying Brockway's plea for a temporary injunction, says:

¶ "I believe that the principle of specialization in this industry is conducive to better and more economic results than the principle of having a truck manufactured under one roof."



Supreme Court Justice J. Cotillo whose opinion is valued not only for its legal impartiality but because it is the viewpoint of a neutral who had the opportunity of hearing both sides of the "assembled vs. manufactured" question

In addition to this contention the city urges the financial instability of the assemblers and their transiency of life.

As to the first contention, the Court, while not pretending to qualify as an expert, is not entirely impressed with the argument of the superiority of manufactured trucks over assembled trucks, particularly in the matter of ease of replacement of parts. I believe that the principle of specialization in this industry is conducive to better and more economic results than the principle of having a truck manufactured under one roof.

From a reading of the opinions in the affidavits of the various experts, it seems to me that the term "manufactured completely within its own plant" and the term "assembled" are relative terms; that those who pursue the method referred to as the "production of manufactured types" use, to a substantial extent, the practice of purchasing certain parts from outside suppliers; that the difference between the two methods of manufacture is one of degree rather than fundamental, and that actually all motor trucks are manufactured much the same way. Does the manufacturer build his own truck? Does he not, as a matter of fact, whether he is of one type or the other, purchase numerous constituent, manufactured items? Does not the quality of the finished product depend rather upon coordinated engineering? With the modern facilities for specifying, testing and inspection, the desired quality of a unit can be produced and maintained by an independent manufacturer, and I do not but know that this method of manufacture or assembling provides the same quality of material and workmanship as is obtained by those who purport to manufacture completely within their own plant. The statistics submitted to me by the different experts indicate that while in the early days of the industry most automobile trucks were of the so-called "built under one roof" type, the tendency of recent years has been toward trucks designed

THE ASSEMBLED TRUCK GETS JUDICIAL PRAISE

and built to use units produced by specialists in the manufacture of such units.

An automotive vehicle is an intricate and highly refined piece of machinery; it has been developed rapidly and to a remarkably high degree of perfection. No one organization could possibly be responsible for so rapid and remarkable a development, which has been the result of the inventive genius and manufacturing refinement of the great body of automotive engineers. This applies to every part of the vehicle; that is to say, to the motor, to the axle, to the transmission, to the wheels and to many other minor components, such as carburetors, magnetos, spark plugs, universal joints, bearings, piston rings and countless other items. It is to the specialist in each line that the vehicle builder must look for improvement in the various components. As a matter of fact, the vehicle builder has a full task in assembling these component parts into a chassis, then equipping the chassis with a suitable body and finally marketing the body. A vehicle builder who would close his doors to the advances in the art of producing component parts would soon find himself producing a vehicle with obsolete parts; therefore, his alternative is to leave the production of many of the component parts to specialists.

● Maintenance Prolongs Life ●

If a manufactured vehicle were produced after the manner of Holmes's "wonderful one-hoss shay," all parts of which were co-eval with the life of the entire vehicle; a sound and irrefutable agreement in favor of the manufacture under one roof would exist. But it is undisputed that the life of a truck is prolonged by the constant replacement of perishable parts. In the matter of facility of replacement the argument of the assemblers seems much more plausible. * * *

As far as the financial ability of these assemblers is concerned and the fear expressed in the city affidavits that they would be unable to obtain the proper parts, it is only necessary to refer to several essential parts, to wit: the axle, the gears and the motors. The Timken Detroit Axle Company, * * * with a working capital of approximately $20,000,000. The Brown-Lipe Gear Company is a corporation having upwards of $16,000,000 working capital; and the Continental Motors Corporation, according to Poors 1930 Manual, has a working capital of upwards of $35,000,000. In these three essential parts alone a total working capital of $71,000,000 is represented, and distribution and availability of parts is so universal and so well established, that the argument of the corporation counsel that part manufacturers and assemblers go out of busines more frequently than manufacturers and assemblers is without force. * * *

● Court and "Discretion" ●

Perhaps a strict reading of the opinion of the Court of Appeals in Talcott v. City of Buffalo, 125 N. Y. 280, might lead to the conclusion that the discretion of public officials, unless the result of corruption, fraud, or bad faith amounting to fraud, should not be disturbed. On the other hand, that decision was handed down in 1891, and the financial undertakings of the city today are on a vastly larger scale. Besides, experience since that time has shown that the term "discretion" is apt to cover a multitude of sins. Judge Peckham, in the dissenting opinion in the Talcott case, has expressed the current economic attitude, which is confirmed by the experience of 40 years that have elapsed since it was writen:

> "Under the statute as it now reads, I think the court has jurisdiction to enjoin the performance of an act by a public officer of the kind mentioned therein, if it be of such a character as to necessarily result in a plain, bald, useless waste of the property or funds of the public. The act must be such that there can be no fair question, in the judgment of reasonable men, as to its character. It must be plainly and beyond all fair controversy wasteful; a mere squandering of public funds.
>
> "In such case I do not think it necessary to allege or prove that a corrupt or fraudulent intent accompanies the act.
>
> "Jurisdiction in the courts to enjoin such conduct on the part of public officers who are merely trustees for the public, would be, in my judgment, exceedingly healthful, and I think no strained construction of the statute is necessary to hold that such jurisdiction has been granted by it. * * * *"

In People ex rel. Haecker Sterling Co. v. City of Buffalo, 176 N. Y. Supp. 642, realtor applied for mandamus to compel the commissioner to award to it the contract to furnish nine tractors for use in connection with flusher trailers in cleaning the streets of the city, it being claimed that the realtor was the lowest bidder.

The court, while denying the writ, reviewed certain principles applicable to a situation like the present one, which negatives the view that the discretion of the officials in refusing to make an award to a lowest bidder is an absolute one, or that they could arbitrarily reject such a bid under the cloak of the exercise of discretion. In that case it was decided that it was a proper exercise of judgment to give preference to a bidder which manufactured its own parts over the maker of an assembled car. * * *

In the present case the circumstances would seem to indicate the wisdom of an opposite conclusion. The manufacture of parts has become so standardized, that a wise economy would indicate the desirability of not excluding such manufacturers from bidding, particularly where it appears that such bids are apt to be lower than those of the manufacturers of entire cars, even if it should be that there are such makers in existence. The argument of convenience submitted by the defendant, based upon the facility of repair, seems to refute itself, in view of the vast distribution by manufacturers of parts and the large capital invested by them. Since the decision in the Haecker Sterling case in 1919, even those manufacturers who formerly fabricated all their parts, have become in large measure, assemblers. If the so-called self-subsisting manufacturer who has furnished certain machinery to the city should go out of business, the problem of replacement would be much more difficult than in the case of a car assembled from standardized parts.

● Arguments Powerful ●

While the plaintiff presents powerful and almost irrefutable arguments to sustain its contention of abuse of discretion resulting in probable waste, a temporary injunction should nevertheless not be granted in the present case. Such an injunction might hinder the city in the prosecution of its necessary activities, and by virtually forcing a change of specifications in advance of trial, would grant the plaintiff the full measure of relief which it could only obtain after a trial. In the situation I deem it more advisable to deny the motion on condition that the case be set down for an immediate trial on Dec. 7, 1931. The imminence of such a trial would seem to make it unnecessary to dispose of the motion on the merits unless the city should decline to proceed.

Motion disposed of as indicated. Settle order.

MORE AFFIDAVITS MUSTERED IN SPECIFICATIONS TUSSLE

New Statements Are Mobilized in Manufactured vs. Assembled Dispute When Brockway Assails N. Y. Dump Truck Specifications

By E. K. TITUS

Staff Writer, New York World-Telegram

WITH 774 White dump trucks and 162 flushers with Autocar chassis contracted for, the city of New York, late in December, was still locked in a court battle with Brockway Motor Truck Corp., which, with applause from other assemblers, is seeking to have specification by the city of a manufactured truck declared illegal.

Meantime more talented experts have tossed affidavits into the arena, and excitement over the battle has grown, with the realization that the New York City decision may affect municipal truck specifications throughout the country.

Events have followed thick and fast. On Nov. 20, while Brockway's suit challenging the right of the city to specify a manufactured chassis for motor-driven brooms, was still before the court, the Department of Sanitation issued specifications under which it proposed to spend $2,543,094.61 for dump trucks and $486,000 for flushers. These specifications contained a restrictive clause, calling for a manufactured chassis, similar to the clause whose legality was being tested. The clause follows:

"That the manufacturer of the chassis has in operation a factory adequate for and devoted to the manufacture of the motor, and completely controls the manufacture of the transmission and front and rear axles which it proposes to furnish in the chassis."

The phrase "completely controls the manufacture of the transmission and front and rear axles," was construed as admitting General Motors, which was believed to have been excluded under the previous disputed motor broom specifications.

On Nov. 27, Supreme Court Justice Salvatore Cotillo handed down a decision in the motor-driven broom case, in which he held Brockway had presented "powerful and almost irrefutable arguments to sustain its contention of abuse of discretion resulting in probable waste." Justice Cotillo, whose complete decision is reproduced on page 14 of this issue, however, declined to issue a temporary injunction restraining the Department of Sanitation from proceeding with the disputed specifications. He took this course "on condition the case be set down for an immediate trial."

Dec. 1, while city officials were opening bids on what is said to be the largest municipal truck order since the war, members of the Sanitary Commission were served in a second suit by Brockway, challenging legality of the new specifications.

This did not deter the Sanitary Commission. Next day White and Autocar, low bidders, had their contracts. Officials expressed high satisfaction with the low prices they had been able to obtain. Commissioner Mathew F. Kenney, of the Department of Purchases, said low bids were $1,000 lower for each piece of equipment than had ever been received before. White offered unit prices of $3,283.71 and $3,287.64 on the dump trucks, complete with specially designed body, and Autocar $2,998 on the flushers.

The city reversed the usual procedure, asking bidders to tell the number of trucks and flushers they would furnish for the sums available, instead of seeking bids for a given amount of equipment.

For the $2,543,094.61 the city proposed to spend for dump trucks, White offered to furnish 393 trucks at $3,283.71, and 381 at $3,287.64; Autocar, 392 at $3,289, and 380 at the same price; General Motors, 343 at $3,762.39, and 333 at $3,761.54; Diamond T, 232 at $5,562,50, and 225 at the same price; Mack, 238 at $5,422.-26, and 231 at the same price.

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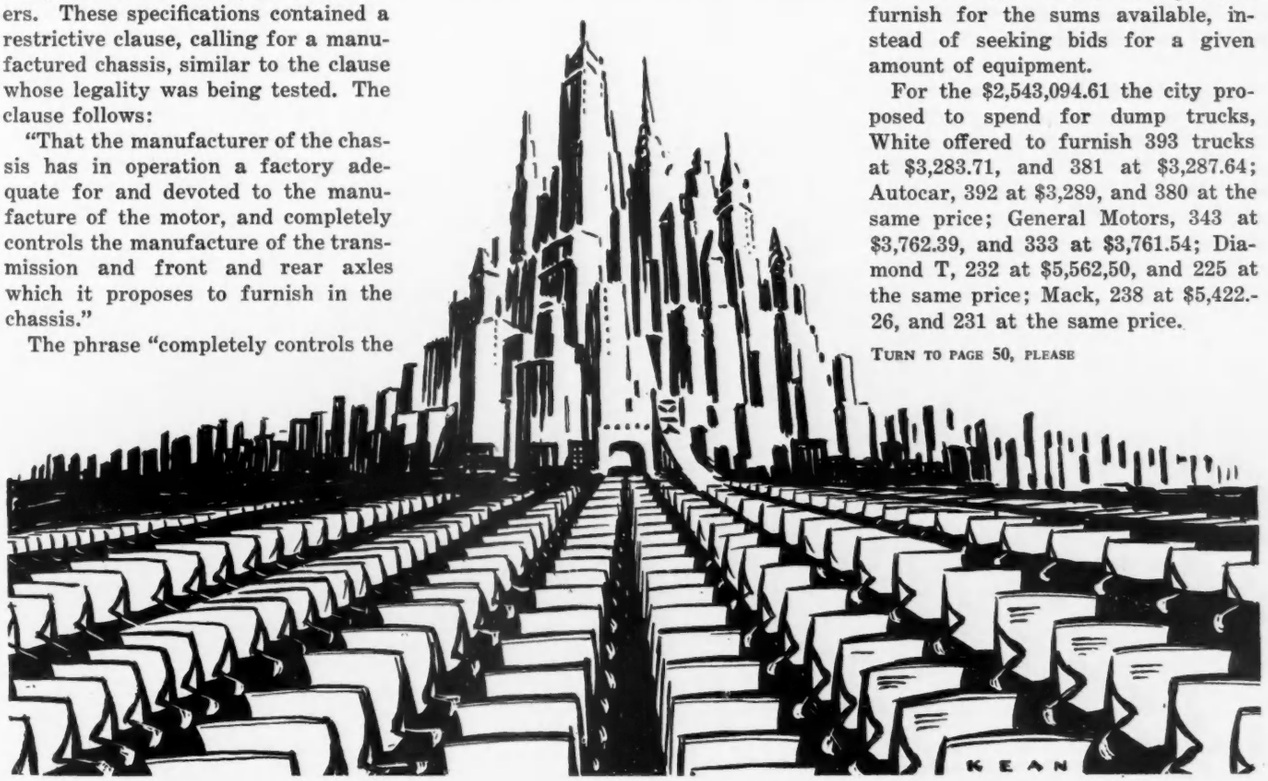

FLEETS HOLD 45% OF

Survey of Fleet Practice in 18 States Gives Fleet Operators Excellent Opportunity of Checking Their Shop Performance Against the Average

FLEET managers boss the job of maintaining their fleets, no matter how much or how little assistance they hire on the outside. To other shops all of them give some work but control of maintenance they keep to themselves. They decide when and where and how each job shall be done and who shall do it. Although this question of control was not asked directly in the questionnaire sent out by the S.A.E. committee the report leaves no room for reasonable doubt.

Control starts with, and is based upon, periodic inspection which forms a part of the now generally followed preventive maintenance policy. Nine out of every ten fleets reporting give their fleets periodic inspection, the periods ranging from weekly to 90 days. Inspection and lubrication are functions reserved by fleets in all but a small percentage of cases.

The question of unit replacement or general overhaul, which was third on the list, revealed that 20 per cent of the fleets use unit replacement, 58 per cent overhaul and the remainder, or 22 per cent, use a combination of the plans.

With these two general policies settled (for the time being only, if you insist) the table of percentages deserves attention and study. The classes of maintenance work are here listed in the order of general average percentage of work performed in the fleet shop, highest percentage at the top, lowest at the bottom. If fleets of various sizes followed this general average the figures in each vertical column would be progressively lower from top to bottom. Any break in this sequence shows at once that fleets of the number of vehicles in question do more or less maintenance work of the class than the general average. For illustration: carburetor repairs—small fleets do 77.5 per cent which is more that the two figures directly above and more than the general average of 59.0 per cent. Of course, figures for the various columns for a given class of work vary, as with lubrication, without throwing the sequence out of gear.

WORK DONE BY AVERAGE FLEET SHOP

	Small	Medium	Large A	Large B	Total
Lubricating	95.8	91.4	95.5	93.7	94.2
Brake adjusting	82.3	91.4	96.2	80.0	81.4
Rebuilding of engines, clutches, transmissions and rear ends	82.3	78.2	86.9	73.4	75.2
Electrical and steering unit repairs	82.3	57.2	71.1	74.7	74.1
Wheel and axle aligning	62.2	69.8	86.0	70.7	72.6
Brake lining	82.3	72.8	84.3	64.1	66.8
Painting	69.6	76.5	75.4	59.4	61.8
Truck body repairs	69.7	68.8	73.4	57.2	59.5
Carburetor repairs	77.5	70.4	66.8	57.5	59.0
Frame and axle straightening	24.3	51.6	62.8	55.5	56.3
Passenger car body repairs	32.5	27.2	47.5	42.6	43.0
Battery repairs	52.7	22.3	36.5	40.6	39.9
Glass replacement	25.7	39.0	52.6	37.0	39.0
Cylinder reboring	0.0	20.2	47.2	36.2	37.3
Tire and tube repairs	48.6	32.2	49.7	30.6	33.0
Upholstery repairs	0.0	20.4	31.8	32.2	31.9
Radiator repairs	40.5	29.2	30.6	27.4	27.8
Brake drum reconditioning	50.0	46.4	37.4	24.5	26.7
Body building	0.0	55.8	58.5	20.2	25.4
Spring repairs	45.9	22.3	35.6	21.2	23.2
Crankshaft grinding	0.0	12.5	19.6	9.4	10.7
Speedometer repairs	0.0	4.3	19.4	3.4	5.4
Not classified	25.7	24.6	23.4	10.8	12.7
Total	45.7	47.3	56.4	44.4	45.8

The figures showing percentage of maintenance work of each class performed in fleet shops are averages obtained by multiplying the number of vehicles in each fleet by the percentage for each class of work. This plan puts each class of work on an equal basis. Small fleets, column 1, contain 15 to 25 vehicles; medium fleets, 26 to 50 vehicles; Large A fleets comprise 51 to 200 vehicles, and Large B fleets have more than 200 vehicles. Mixed fleets of trucks and passenger cars are included in the tabulation, the total number of vehicles including 18,430 trucks and 11,073 passenger cars

● Lubrication Heads List ●

Lubrication tops the list on general average and in all sizes of fleets except Large A, 51 to 200 vehicles, in

ALL THEIR SERVICE

THIS SAVES YOU MONEY

A fleet manager with six months' leave of absence and a bankroll 4.12 in. in diameter could find out a lot of things he would like to know about how other fleet managers maintain their fleets. He could travel over the land calling on fleets, large and small, asking searching questions, inspecting garages and shops and then return filled with pride or envy as the case might be.

Fleet men are too busy these days to spare time or money for inspection tours but the equivalent of the imaginary trip is within reach of the most harassed fleet managers. This took the form of a survey of fleet maintenance conducted by a committee of the S.A.E., of which J. M. Orr, fleet manager, Equitable Auto Co., Pittsburgh, Pa., was chairman. This survey revealed maintenance practices of fleets situated in 18 states and provinces of the United States and Canada, operating in metropolitan, suburban and rural areas.

While the analysis here given is of specific interest to fleet men, dealers will find in it much that will guide them in going after repair work which fleets assign to outside shops. In this respect it is a supplement of the article, "All Fleets Hand Out Some Service," which appeared in the December issue.

which it is a close second to brake adjusting. As a matter of fact, more brake adjusting is done by fleets comprising 51 to 200 vehicles than any other classification of fleets and this figure is the highest percentage shown in the table.

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FLEETS HOLD 45% OF ALL THEIR SERVICE

Small fleets do no cylinder reboring, crankshaft grinding, upholstery work, speedometer repairing or body building, but they do certain classes of work to a greater extent than larger fleets. In the latter class are: electrical and steering unit, carburetor, battery and radiator repairing and brake drum reconditioning. There are four ties of percentages: brake adjusting, rebuilding of engines, clutches, transmissions and rear ends, electrical and steering unit and brake relining 82.3 per cent. Following these ties in order are carburetor repairs, truck body repairing and painting.

Medium fleets depart from small fleets and from general averages in several classes of maintenance. They do more painting (76.5 per cent) than any other group size of fleet and, for contrast, less electrical and steering unit, passenger car body and battery repairs than any other size fleets.

Fleets containing from 51 to 200 vehicles depend less upon outside shops than any other group. They do 56.4 per cent of maintenance in their own shops, which is not only higher than any other group but therefore higher than the general average of 45.8 per cent. Their percentage is higher than other groups in no less than 13 classes of maintenance, viz.: brake adjusting, rebuilding of units, wheel and axle aligning, brake lining, truck body repairs, frame and axle straightening, passenger car body repairs, replacing glass, cylinder reboring, tire and tube repairing and body rebuilding, crankshaft grinding and speedometer repairs.

● Large Fleets ●

Those who like to believe that very large fleets do all their own maintenance work will find small comfort in the figures for fleets containing more than 200 vehicles. They have the smallest general average percentage of any group and they do less work than other groups in 11 classes of maintenance. These jobs are: brake adjusting, rebuilding units, brake lining, painting, truck body repairs, carburetor, tire, tube and radiator repairs, brake drum reconditioning, spring repairs and crankshaft grinding.

● Accounting the Variables ●

Evidently some factor or factors other than mere number of vehicles sways fleet owners in deciding to do work themselves or send it elsewhere. This fact was discussed by Chairman Orr in the opening paragraphs of his report, read to an expectant audience in Washington.

Fleet complexions, densities of service and operating requirements were the first three factors he mentioned and he discusses the matter at more length in conclusions embodied in the report. Other factors bearing upon fleet managers' choice of self-service or outside service, as a general policy or in particular classes of maintenance as given in the report are: type of business served, comparative use rate of vehicles, topography of operating area, replacement policy, general maintenance standards, concentration of vehicles and adequacy and abilities of available outside agencies. Truly here are enough factors, reasons, excuses and ideas to justify almost any policy.

Rate of use of vehicles naturally is considered in deciding upon a general maintenance policy and upon the division of work between fleet and outside shops. Transport service with daily trips of two or three hundred miles calls for a different maintenance set-up than that required for public utility line trucks. If the demands upon a fleet comprise a series of peaks and hollows overhauls may be scheduled to a day. In other cases general overhauls result in loss of truck time.

Operating conditions alter the relative importance of classes of maintenance. Steep hills are hard on brakes and clutches, dump truck operation is easy on no part of a truck, de luxe deliveries may cost more for washing, polishing and painting in one year than other trucks in five or ten years.

The owner's policy on replacement may be the governing factor in the maintenance program. If he trades in vehicles every year, or every two years—"he cannot economically impose the burdens of extensive maintenance facilities on his operation. Fleets on a frequent replacement basis must therefore depend upon outside agencies to a larger extent than fleets replacing vehicles on a longer or mileage basis."

Many large fleets are divided into smaller units ranging in size from a sub-fleet of several hundred vehicles to a lone truck working "miles from nowhere." Such fleets have distinct service problems because of this geographical distribution. The report states that proper supervision and control over self-maintenance is difficult and expensive in such cases, particularly over the scattered vehicles.

Several maintenance policies are employed by fleet owners operating in both cities and rural territory. Some owners do their own maintenance work on the large groups of vehicles concentrated in a relatively small area and rely upon outside shops to take care of scattered vehicles. Other owners choose one method or the other for all their vehicles, far and near.

Choice, in any event, depends to a large degree upon availability of outside service. This question was discussed from the dealer's standpoint in the article in the December issue. A few observations, from the fleet owner's side, and derived from the concluding paragraphs of the report are in order.

Chairman Orr wisely observes that "No fleet of any size is simple in its makeup. Many makes and models appear therein. Aside from the chassis proper, auxiliary labor and time saving devices are necessary for the most efficient work performance."

The report includes two sets of figures which suffer no lack of value because they do not fall within the tabulation of maintenance by classes. They are stock of parts carried in fleet shops and percentage of vehicles out of service for maintenance.

● Truck on Sick List ●

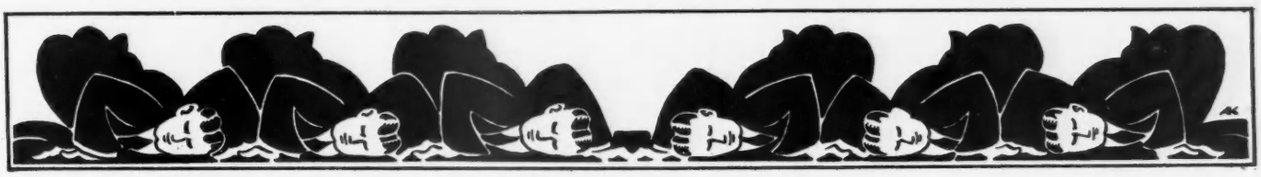
Thirty-nine fleet owners, operating almost 15,000 vehicles report an average stock of parts of $20.58 per vehicle. The turnover reported by six fleets is less than 10 per cent and the most rapid turnover reported is 125 per cent a month. A few fleets carry no stock of parts at all.

A host of capable fleet managers look upon percentage of vehicles out of service for repairs as a measure of the efficiency of the maintenance policy and the shop. Par for the out-of-service figure is 3.8 per cent, according to general averages.

TONNAGE AND AGE OF TRUCKS

Tonnage Rating	½	¾-1	1½	2	2½-3	3½-5	Over 5	Total
Less than 5 yr. old	2,294	2,054	1,970	1,080	727	483	162	8,770
More than 5 yr. old	234	2,480	659	855	405	475	272	5,380
Total	2,528	4,534	2,629	1,935	1,132	958	434	14,150
Percentage of trucks more than 5 yr. old	9.3	54.7	25.1	44.2	35.8	49.5	62.6	38.1

More than one-half of the ¾-1-ton trucks reported are more than 5 years old which is more than five times the percentage of half-tonners of this age. Included in the total are 1018 electric trucks of which 534 are in the ¾-1-ton class.



Our Own Ear-to-the-Ground Department

Peeps at the New Chevvy

The Chevrolet factory has said nothing publicly about its new truck, but from a dealer and also from a look at the job in his store we learned the following: It will have the new six-cylinder engine with downdraft carburetor but with a different type of air cleaner; a clutch larger than the passenger car's; heavier rear axle and much heavier axle shafts. The four-speed transmission will have a lower first speed (for better pulling under very severe conditions) and a higher third speed. Direct ratio will be same as before. And—the dealer said he had heard the truck might be rated at 2 tons.

Ford Changes Mind

Nothing has been said about the Ford, either, at this writing. But Mr. Denham, our accredited Detroit sleuth, learned from parts suppliers that Ford had issued stop orders on releases on four-cylinder parts, and is rushing work on an eight. It is his understanding that the four-cylinder inventory will be used up in *commercial cars*. We italicize *commercial cars* because according to Ford nomenclature that does not mean trucks. So, after all, the new Ford truck may be an eight.

Seconding the Third Idea

Several assemblers are preparing to bring out six-wheelers using a tandem axle with third differential, which Timken has just developed.

Kenworth Climbs Aboard

By mail from the West Coast the Kenworth factory has acquainted us with a house-to-house delivery job which it has designed. It uses a Buda four-cylinder, 198.8-cu. in. engine of H-199 type built particularly for house-to-house work. It will be described in our February number.

A 3-Tonner at $1,350

Studebaker's new 3-ton model at $1,350 is, according to a check of our December specifications table, the lowest-priced 3-tonner built. That's $100 lower than the former low.

A Newcomer, and . . .

The new Rockne car, unless we have been misinformed, will also be sold in a light delivery edition.

A Fade-Out

The Rockne will find a vacant spot in the CCJ specifications table because the commercial car edition of another passenger-car maker (look up the table yourself) has been withdrawn from circulation.

Bigger and Better Molar

An informant, who begged us to "mention no names," handed us the startling intelligence that a gear manufacturer has designed a tooth that will stand up satisfactorily under 15 to 1 reduction. If true, this may mean displacement of worm and bevel-geared rear axles by single reductions.

Front-Wheel-Drive Truck

The manufacturer of an internationally known four-wheel-drive truck (how can you help guess that one?) while cautioning us to be discreet has given us information by mail which is so hot with news value that we can't help being indiscreet to this extent. This company will shortly announce a *front-wheel-drive* truck especially suited for garbage removal. This will be the industry's first front-wheel-drive truck, as you well know.

And a Tear-Drop Cab

This same company is making another progressive step by putting a "tear-drop" type of cab on a forward control job. This will be the first truck incorporating this extremely modern method of lessening wind resistance. (We'll be glad to put the factory in touch with you on either of the above tips if you are interested to that extent.)

THE OVERLOAD

A collection of items—interesting even when not news—and garaged here because there's no other place for such morsels.

Quoth a Sales Manager:

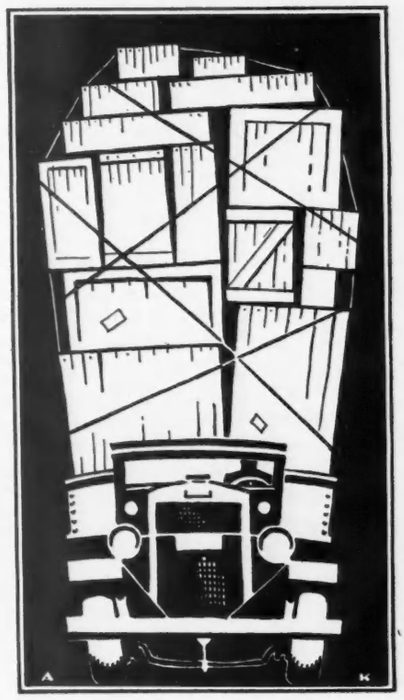
"There's too much wringing of hands and not enough of doorbells."

It Does Seem Strange

The White Co. of Cleveland received an order from the City of New York for a couple of million dollars' worth of equipment. The Autocar Co., of Ardmore, Pa., got another for half a million dollars' worth. All of which prompted Tom Barry, secretarial magician of the N. Y. Merchant Truckmen, to wisecrack in one of his periodical "bullytins": "Migawd! Doesn't the Mack Company know anybody in New York?"

"Cheese and Good Will to Man"

Imagine our amazement, if not chagrin, when we opened a Xmas package and found it to contain a big hunk of cheese. "Is this a cheer or is it a jeer?" we pondered. It certainly didn't look like an ovation. Then we found the explanatory letter. It was a gift from the FWD Sales Co. The cheese, we learned, was a champion, made by P. H. Kasper, who has had his work recognized with medals and loving cups so often that he is recognized as the world's champion cheese maker. Well, he made us happy, thanks to FWD, and the cheese is no more.



And How They'll Enforce It!

In Minnesota 673 men took examinations for the positions of inspectors and supervisors required for the enforcement of the state's ton-mile tax which goes into effect Jan. 1, 1932. A newspaper dispatch from Madison tells us that many of the men taking the examinations were unemployed railroad men. Oh-oh!

Railroad Stupidity

And from Quebec we learn that representatives of various departments of railway company employees have agreed not to purchase any foods or farm products which are transported and delivered by motor trucks. If the boys live up to the boycott, it means they'll surely starve.

And Yet Some More Stupidity

That's a bagatelle compared with the following occurrence in another portion of the British Empire. The Minister of Railways of South Africa has warned trading firms to stop purchasing any more "motor vans or wagons" intended solely for use in their own businesses, and definitely announced that during the January session of Parliament he will introduce new legislation making compulsory the sending of all produce or goods by railway-owned vehicles. Such legislation, together with existing restrictions, would give railroads an absolute monopoly of every sort of road traffic.

Biographical Note

George M. Graham, now vice-president in charge of sales of the Rockne subsidiary of the Studebaker company but formerly general sales manager of Pierce-Arrow, gained a reputation for marksmanship while with the latter company which lives unchallenged to this day. In a corner some distance removed from the door to his office stood a clothes tree. Entering his office every morning Mr. Graham would pause just inside the doorway and shoot his hat at the tree. So perfected was his accuracy that an associate of Mr. Graham's who is our source of information, says that in all the days of their association he never once saw Mr. Graham miss his mark.

The Bare Facts of the Case

The Philadelphia Chapter of the Pennsylvania Motor Truck Association drew a full house to its annual meeting. The chapter hired the Bijou Theatre and the burlesque show that goes with it. A dozen strip numbers livened up the proceedings which followed the election of officers on the stage. And, believe it or not, when Secretary J. Wallace Fager was authorized to cast a unanimous ballot electing the officers, the ballot he cast was a *blank* piece of paper. Is there really nothing in a name?

This Should Be a Trend

The "Wood Hoister," a six-year-old house organ of the Wood Hydraulic Hoist & Body Co., Detroit, is being produced on the Wood advertising pages in COMMERCIAL CAR JOURNAL, beginning with this issue. (Leaf over to pages 58 and 59 for the evidence.)

Mr. Higgins Replies

"Regarding the remarks made in this column in December I wish to say that the 88.2 per cent efficiency of our FWD as tested by Purdue University refers to the mechanical efficiency of the driving mechanism from the clutch back. Tests about 10 years ago made on Mack chain-drive and a number of army-type rear drive trucks showed an efficiency of about 85 per cent. In a paper presented to the S.A.E. by Austin Wolff last year he gave the efficiency of rear drives as 85 per cent and of four-wheel-drives as 80 per cent. The Purdue test rather upsets the apple-cart of tradition as to the efficiency of four-wheel-drives."

25,000 Truckmen Can't Be Wrong

We understand the Pennsylvania Public Service Commission estimates there are 25,000 truck operators operating illegally in the Keystone State.—G.T.H.

TRUCKERS MUST UNLOAD FAULTS OR PERISH

Common Carrier Haulers Are Now in the Critical Period of Their Development, and the Future Offers Them No Success Unless They Adopt the Business Practices of Truck Operators Who Have Learned What's What Through Bitter Experience

By G. LLOYD WILSON

Professor of Commerce and Transportation
University of Pennsylvania

EVERYONE who can read, write and talk, intelligently or otherwise, has his own opinion of the nature and causes of the present business depression. Everyone is entitled to his private opinion of this and other matters.

But regardless of our opinion of the seriousness of the situation and any possible differences of the underlying causes and specific manifestations, we must realize that it has brought about a revolution in industry and a corresponding revolution in the transportation of goods. Long before the storm of this depression broke, there where clouds upon the horizon which betokened the changes that were taking place in the business atmosphere.

In the first phase of motor truck transportation between 1904 and 1912 the motor truck was used experimentally in industry upon a small scale as a private transportation utility. This was the period of experimentation.

The second period from 1912 to 1920 has been already referred to as the period of establishment as a permanent part of the transportation system. It was a period of adaptation and the development of technique.

The third period from 1920 to 1929 was the period of fierce rate and service competition in which operators stood or fell depending upon their skill and shrewdness in competition.

The fourth and critical period has begun. It may be said to have opened with the business recession which started in the summer of 1929 and with the stock market crash of 1929 and the depression and secondary crashes of 1930 and 1931. The industrial machinery is being overhauled and the trucking industry must put its parts in place through the development of sounder business practices. In setting the machine in order, the trucking industry will doubtless be assisted by public service or public utility commissions in various states.

The trucking companies which will survive this crucial period of business adjustment and develop profitable and useful operations for the future will be those which adopt the best practices, which have been developed by leaders in the industry as a result of experiment and effort, much of which has been painful and costly.

These practices include:

1. Adequate and reliable accounts and statistical control.
2. Proper freight classification.
3. Properly constructed rates based upon correct rate factors.
4. Intelligible and properly prepared tariffs.
5. Definite liability bases and adequate freight shipping documents.
6. Adequate insurance coverage.
7. Intelligently aggressive traffic solicitation and public relations programs.
8. Definite and adequate packing and marking requirements.
9. The coordination of warehousing and motor trucking.
10. The coordination of motor transportation with other transportation agencies.
11. The clarification of common carrier, contract carrier and private motor trucking status.
12. The adequate and constructive regulation of the motor transportation industry.

To better understand the many things learned through these various periods of trucking development some amplification is necessary. The first period was principally experimental from a mechanical standpoint and for that reason is not as sig-

The Answers to a Common Carrier's Prayer

All who are in the motor trucking business realize that sudden and significant changes are taking place overnight. What is it all about?

Why these sudden gusts of traffic and then again periods when there is not enough freight to keep the dust off the truck floors? Are we common carriers, or private carriers or aren't we? Why is it that the receipts and expenditures get all haywire and a ton of freight hauled does not yield the profit it should? Do the regulations of the state commissions pertaining to classification, rates and tariff publication apply, or don't they? What is the liability of the truckman for the freight he hauls, and why, and what are we to do about it? What insurance should we carry, and must we carry this protection or may we get along without it? How can more and better traffic be developed and retained in face of stern competition? Should goods shipped by motor truck be packed or shouldn't they, and if so how? How does the motor trucking business mesh in with warehousing in the modern scheme of things? What is all this noise about regulation? Should we favor it, or oppose it, or climb down into the cyclone cellar until all the blow is over?

These and many other questions are buzzing around the heads of motor transportation people like mosquitoes in a New Jersey cottage. What are the answers?

The answers will be presented in a series of articles by Mr. Wilson, who, at the suggestion of Commercial Car Journal, investigated the experiences of truck men in various parts of the United States. All phases of the trucking business, with their problems and answers, will be covered in the series.

The series is intended not only for operators, but manufacturers, the trade and shippers as well. All must study the changing picture of motor trucking and know the problems which operators will have to meet if they are to exact fully the benefits of this arm of our distributing system and get greater acceptance of the truck in the future.

nificant as the later periods of operating development. The second period, accelerated by the World War, taught us several things about trucks that were suspected before but not wholly appreciated.

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TRUCKERS MUST UNLOAD FAULTS OR PERISH

We learned that trucks could be used successfully and with great flexibility in hauling goods at odd hours of the day, rapidly and under unfavorable conditions over long and irregular routes. The figures for truck production and registration demonstrate conclusively how well the truck fitted into the changing industrial structure between 1913 when the war clouds gathered over Europe until 1920 when the world sought to go about its business with the hope that the atmosphere had been cleared by the treaty of Versailles. Truck production ranged from 22,000 in 1912 to 92,130 in 1916 and from 128,157 in 1917 to 321,789 in 1920. During this eight-year period, registrations stretched from 41,400 in 1912 to 1,006,082.

• Post War Demands •

In less than 10 years the truck demonstrated its peculiar fitness to perform numerous and variegated services in the crucible of actual field conditions.

The business depression of 1920-1921 tended to give the truck industry a breathing spell to look around and consolidate its position in the transportation field. The railroads and steamship lines and express carriers also were given an opportunity to readjust their services and practices to meet the new demands of industry. A subtle change came over American industry. Prior to the world war goods were shipped in ship cargo lots, from the manufacturing plants to wholesale distributors. Raw materials were purchased well in advance of needs and moved in large units to the manufacturing centers awaiting the needs of industry. The system of production, manufacturing and distribution was characterized by large unit movements at relatively low rates of speed. The war quickened the pulse of industry and the production and distribution system changed from a bulk slow-moving system to a quick-moving smaller unit system. This change did not take place overnight but the process was so rapid that it was upon us before we knew it.

The truck fitted well into this new post-war distribution system. Low inventories of goods, quick turnover, the smaller stocks of raw materials, rapid manufacturing, frequent style changes and the tendency to trade in branded rather than unbranded goods, were all factors which placed carriers which could give rapid, frequent, small unit service at short notice in a position of advantage. The question of price tended, however, to be a much more important factor in transportation after 1922 than in the halcyon decade prior to that year. Railroad rates were reduced generally by 10 per cent in 1922 and other individual rates were reduced to an even greater extent. Railroad freight train schedules were tightened up. The average speed of freight trains increased, through package car services were offered by the railroads between principal cities, and freight forwarding companies offered expedited freight service to less than carload shippers either through the consolidated freight car services or container car services. Steamship lines offered more regular and faster service and the express companies sought to attract the types of traffic requiring express train service. In a word, competition became keener and the shippers were offered a variety of freight services all of which offered more or less dependable and rapid freight movement. Since the feature of speed was assured the question of price became important.

Truck operators were confronted with the competition of other common carrier truck operators, contract trucking carriers, private industrial trucks and the competitive services offered by railroads, express companies, steamship lines and other carriers. Rate cutting was unwisely resorted to by many carriers with the result that the rates in many cases fell below the true costs of operation. The result was inevitably a rapid turnover in trucking operators in many sections of the country. State public service commissions attempted to prevent ruinous competition by requiring common carrier motor freight lines to obtain certificates of public convenience and necessity before engaging in operation. Many states required the common carrier lines to publish tariffs of freight rates and charges and adhere to their published rates. Indemnity bonds were required in many states to assure the payment of valid claims against the carriers. The principal difficulty was the task of distinguishing between common carrier and contract truck operators and the regulation of the latter.

Despite increasing competition, disastrous rate wars, rapid turnover among operators, increasing service demands and higher standards of transportation requirements, the truck industry continued to expand and develop, making new friends among shippers, reaching out for a greater variety of traffic, serving more communities, and stretching the length of its hauling radius year by year. Let's examine the figures for motor truck production and registration during this period of prosperity. Production increased from 321,789 units per year in 1920 to 826,-817 in 1929 and registrations from 1,006,082 to 3,379,854 units during the same period.

The period of 1929 to 1932 has been, is and will doubtless be a period of transition in which the lamed, high-geared American industrial system will repair the damaged parts torn asunder by the market crash of 1929 and discard obsolete and outworn parts to get the machine in working order for the next forward move in business. How will the trucking industry adapt itself, as an integral part in the rebuilt machine?

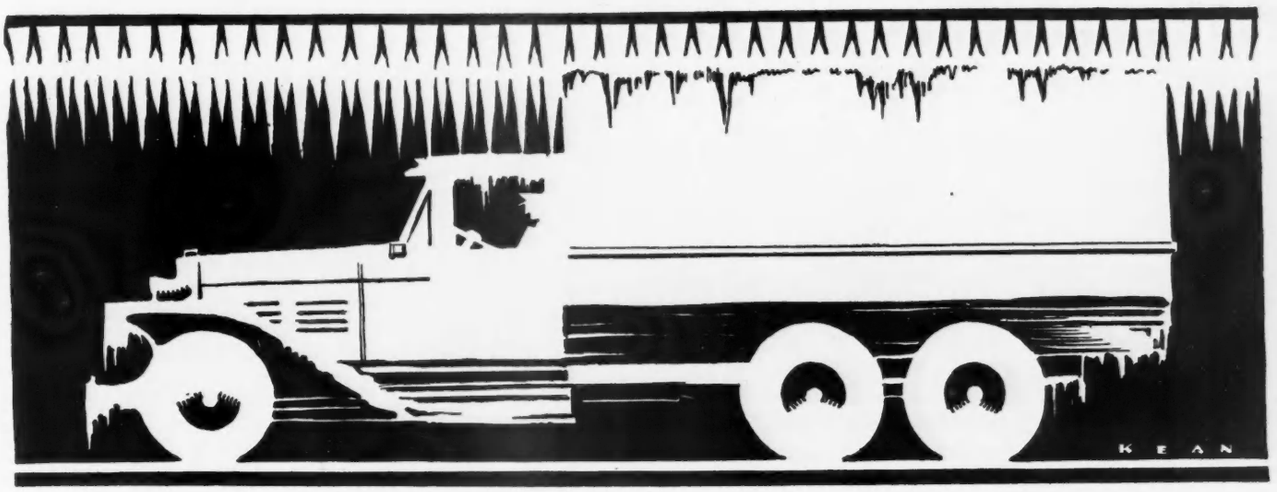
• Present Trucking Demands •

In 1930 there were 3,480,937 trucks registered in the United States, an increase of 3 per cent over the registration in 1929. Less than 600,000 trucks were produced in that year and the registration in 1931 is approximately 3,500,000.

Only a small percentage of these trucks are operated in strictly common service. The most reliable survey of the operation of trucks conducted by the Bureau of Public Roads of the United States Department of Agriculture in Arizona, California, Colorado, Idaho, Nebraska, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming, indicates that approximately 5.5 per cent of all trucks are used in common carrier service, 8.7 per cent in contract carrier services, and 85.8 per cent in private service. The number of common carrier trucking companies is increasing in all parts of the United States, and the status of these carriers in connection with regulation by the states is being clarified with the passage of each succeeding year. Greater stability is being brought about in the trucking industry from within and from without.

Common carrier trucking companies have learned as a result of their costly experience in the world war and post-war periods that overly intense competition among themselves and with other carriers does not help pay dividends. Numerous small independent operators are giving way to larger and more stable organizations. Rate wars have been found to be ruinous not only to the smaller, weaker lines but to the larger and stronger operators. Order is being brought out of the chaos which has unfortunately characterized many motor freight operations.

Next month's article will deal with another phase of the common carrier subject.



DAIRY MEN IDOLIZE TRUCK REFRIGERATION

Great Advances Made in Body Design, Insulation, Refrigeration Systems and Temperature Control Captivate Interest at Annual Exhibit

By MARTIN J. KOITZSCH

REFRIGERATED truck transportation has dropped its swaddling clothes and is strutting down vocational avenues with the proud assurance of a youngster just beginning to feel his power, judging from the way it displayed itself at the recent Sixth Dairy Industries Exposition in Atlantic City.

An observing fleet operator or dealer looking over the more than 50 booths of frigid exhibits could readily have seen that things were happening, but if, at the same time, he kept his ears cocked for observations dropped here and there by men direct from the field, he would have been convinced that things were happening. Here are a few of the most portentous overheard from lips of authority, just as they were handed out:

"The small meat packers started something when they put on refrigerated bodies—large packers are now following through with a vengeance. The competition of low-temperature delivery was too much for them."

"Have you heard the latest? They're selling the housewife ready-made biscuit and pie dough now. It's a new idea in the food line, it's getting popular and requires a refrigerated truck to merchandise. The stuff is cut out, packed in cartons and ready for the pan upon purchase. Temperatures must be held between 55 and 60 deg. A company in Louisville, Ky., just placed an order for 50 trucks."

"Long-distance transportation of all manner of perishables is growing by leaps and bounds. I just sold several large transport companies refrigeration equipment for hauling fruit and produce on 300-mile runs."

"Looks as if we're going to get some business from the South. I heard that several Southern states are considering legislation that will make retail milk delivery at temperatures below 50 deg. compulsory. That not only means house-to-house delivery trucks, but *refrigerated* house-to-house delivery trucks."

"We're just at the beginning of refrigerated truck transportation. What is happening in the ice cream business will happen in a lot of other industries. We have broken the ice in the egg, fish, candy, baking, frozen foods and other vocations, and the saturation point is still out of sight."

Intermingled with these gems of development and prediction were a host of opinions based on actual operating experience regarding cost, efficiency, merits of one piece of equipment against another, appearance, etc. A stroll through the aisles of the show was, indeed, a post-graduate course in cold transportation. The dairy industry has not only accepted refrigerated truck and automotive

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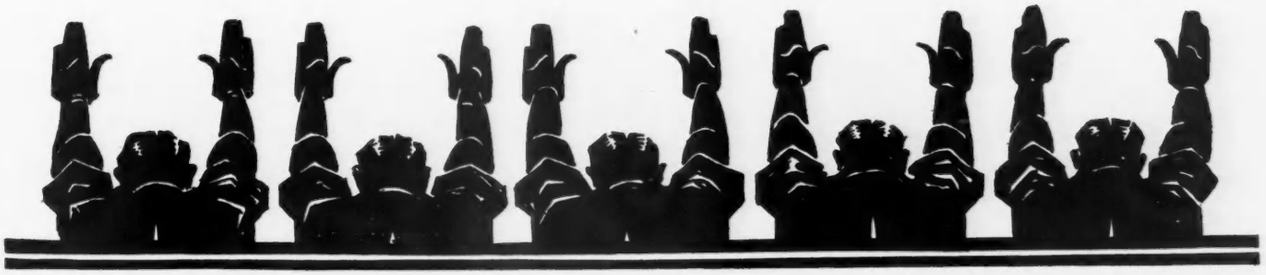

THE STORE-DOOR PLAN

Actual Operation of Gigantic Southwestern Rail-Truck Delivery Project, Involving 3000 Draymen and 90 Railroads, Reveals Need for Some Revisions in the Rate Structure

A Special Investigation

By R. E. PLIMPTON

BY far the most elaborate plan made available to the world of shippers is the store-door service introduced Oct. 1 by the Southwestern Lines, and described on page 21 of the October issue of COMMERCIAL CAR JOURNAL. Other newcomers are the Santa Fe and the Union Pacific, with tariffs covering intrastate movements only. The Santa Fe has issued a pick-up and delivery tariff, which was to become effective Dec. 7, 1931, and lists 36 of its larger stations in California. Kansas and Nebraska intrastate shippers are offered a coordinated truck and railroad service by Union Pacific tariffs that went into action in September and July, 1931, respectively.

In the first issue of the Southwestern Lines tariff, the number of stations offering store-door service were as follows:

Arkansas	404
Colorado	39
Kansas	605
Louisiana	191
Missouri	435
New Mexico	56
Oklahoma	468
Texas	857
Total	3,061

There have been some additions and cancellations announced in supplements to the tariff, but the above figures remain representative of the stations served in the various states. Many smaller stations in the territory are not listed, either because the service is not required, or proper facilities for giving it are lacking. One of the trunk lines alone has 125 stations in Missouri and Arkansas, shipments to which are entitled to free pick-up service in St. Louis. The free delivery is offered at only 35 of these points.

Smaller stations may have only one authorized drayman under contract with the railroads. At places such as St. Louis and Kansas City there are twenty-five or more of the contract draymen. Except for the Cotton Belt,

After 60-Day Trial

DEVELOPMENTS AFTER TWO MONTHS

Need for liberal interpretation of rules and regulations by both rails and truckmen.

Plan so far has brought no change in the amount of freight carried by rails.

Approximately 75 per cent of freight carried by system originates with established draymen.

Draymen prefer shunting business coming through railroad agencies to closest drayman.

Draymen consider flat rate system of compensation unsound and want minimum rates for shipments.

Rebate plan for shippers moving own freight objectional to draymen because it cuts into profitable hauls.

Consignee petition for allowance for picking up own freight contested because of possible platform congestion.

Future will see fewer draymen in larger cities.

Studies will be conducted for faster service, new package-car routes, later station closing hours, fast limited-stop service and more work for draymen by eliminating trap-car movements.

which at certain points is using its own trucks for the store-door movements, the 90-odd railroads participating in the tariff are taking advantage of the facilities provided by local cartage concerns. Thus more than three thousand draymen have been enlisted in the service of the Southwestern Lines.

The duties expected of them are set forth in an announcement made by the Missouri Pacific, to educate its local representatives:

"Contracts have been made with local drayage companies at agency stations as shown in the tariff, whereby such drayage companies will act as the Agent of the Railroad in calling for less carload shipments of merchandise intended for outbound movement, draying such shipments to freight stations for forwarding; also, for delivering inbound shipments arriving at freight stations, to consignees' premises. Bills of lading for outbound shipments will be signed upon request by the local drayage companies at the time such shipments are received at the warehouse of the shipper, and freight charges on inbound shipments will be collected by the drayman upon delivery of inbound shipments to warehouse of shipper, except in such instances where consignees are on our regular credit list, in which event freight charges may be collected through the regular channels, if so desired."

The railroads have drawn up a uniform agreement, which the three thousand and more draymen have signed, with only minor deviations. The drayman agrees, individually, with each participating railroad in his city, to provide "adequate forces and equipment for the prompt movement of such freight" as the railroads may request

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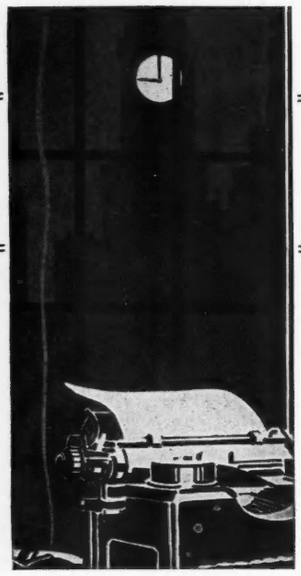

AFTER HOURS

Profits, Too, Have Been Dishonored

It used to be that a prophet was without honor only in his own country. During the past several years, however, the business prophet has been responsible for a popular revision of the old proverb so that today the whole world treats a prophet to a right hearty razzberry the moment he exposes his temerity. We've collected quantities of the vulgar fruit on several occasions and quite lost our appetite for more. The present moment—that is, the beginning of a new year—offers excellent possibilities for a Bronx serenade but we're going to sidestep it on a technicality. We've a few things to say about 1932, but they are observations, not predictions. Our views concern themselves with production, trade opportunity and legislation.

⊙

A Hope Worth Its Weight in Per Cent

In 1931 the industry produced a total of 425,000 trucks. If you should want to see the record of a worse year you'd have to leaf all the way back to 1923. There was nothing that manufacturers could have done about this. The general slump in all business during 1930 and 1931 resulted in an understandable reduction in truck use. Business curtailment, of course, made it utterly impossible for some users to swing purchases, whereas it prompted others, more able financially, to engage in extremely conservative buying practices. Any marked improvement in this condition must naturally await a marked improvement in business at large. But we'll be keenly disappointed if a slight improvement, say of about 18 per cent, isn't recorded in 1932. This would bring production up to around 500,000. We base this expectation not only upon a slight improvement in general business but upon the irresistibleness of the remarkable products which manufacturers will place in the hands of the truck trade.

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The Loud Knock of Trade Opportunity

The buyer's opportunity in the year ahead is the trade's opportunity. For a thorough appreciation of this opportunity we refer the industry to the truck descriptions in this issue and to the Ford, Chevrolet, International Harvester, Dodge and other announcements which we expect for publication in February. And if you actually want to see the opportunity present in the new products all you have to do is to visit the nearest automobile show which has a truck exhibit. Trucks, in our estimation, never were better and never more magnetically priced.

Such products ought to set the trade to ringing in the New Year with doorbells instead of wringing it in with their hands. We'd like to believe that in answer to the ringing there will be a rush of buying, but there's no such luck that 1932 will be an order-taking era. Buying will continue on a sound basis; and selling will be difficult and will have to be sound.

To salesmen the opportunity for immediate sales may not—and as a matter of fact it seldom does—reach expectations. But another opportunity, and one which should not be overlooked, is that of sowing seed with users who won't be in the market until business does pick up. It is an extremely important opportunity because the future harvest will make the 1932 sales crop look like a famine.

So far as dealers are concerned the opportunity ought not to be perverted into a mere swapping of dollars with shrewd buyers. This would merely cause the wolf to take the salesroom welcome mat seriously. Dealers are as well aware of the evil effects of overallowance, long terms and improper transportation recommendations as we are. So we don't propose to preach them a sermon because if their knowledge doesn't make itself evident in their business, we could preach from now until the Boston Red Sox won a pennant and never make an impression.

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Congress is After Votes, Not Trucks

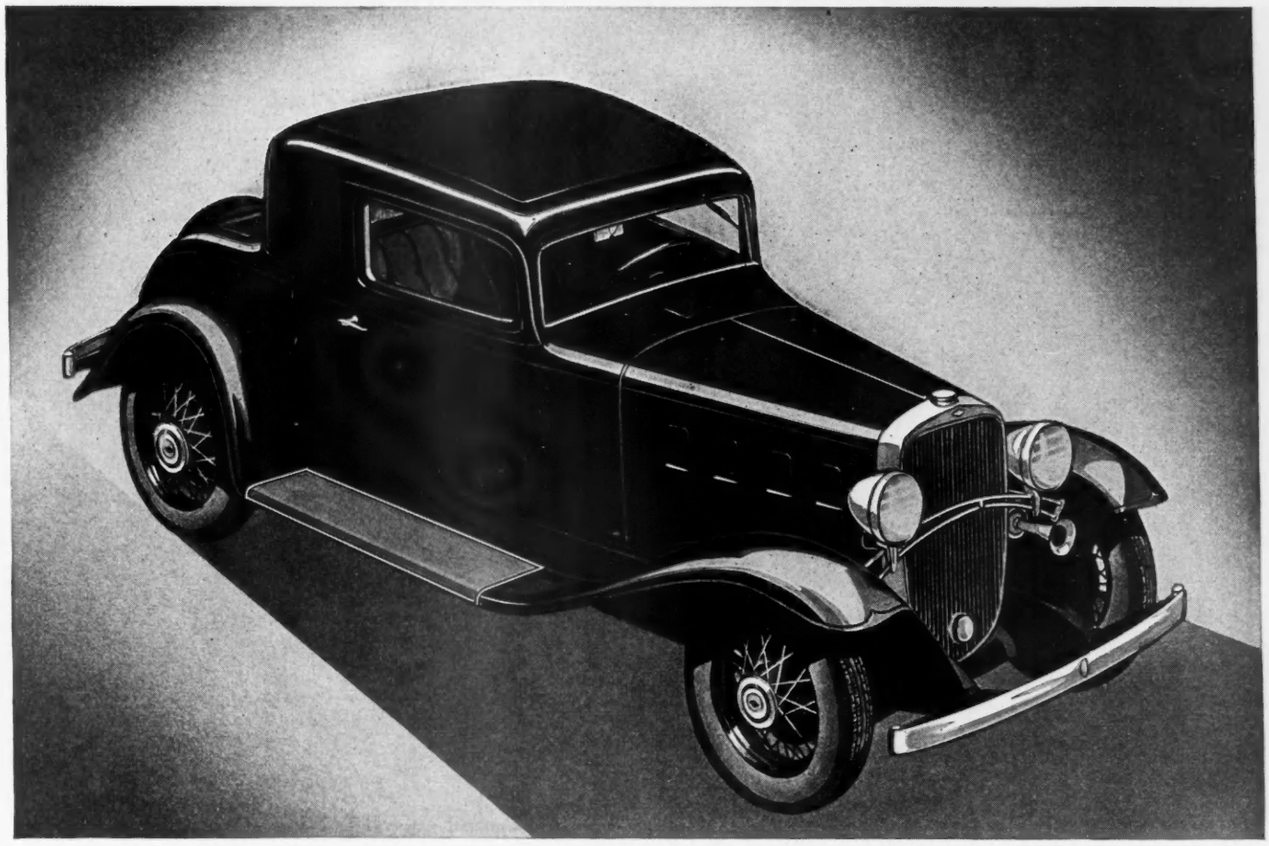
There is nothing on the legislative horizon that resembles a business obstacle. Enactment of truck legislation by Congress during 1932 does not seem to be even a remote possibility. Some reputable truck operators have set up a howl for interstate regulation but to the current Congress their cry is inaudible. Congress has before it too many more important matters whose howls for settlement are deafening. This is a presidential year and anything that has so little vote-getting possibilities as truck legislation not only will not get to first base but won't even get a chance at bat.

The year, therefore, will be a good one for the truck industry to prepare itself for events which seem destined for 1933. A number of Congressmen already have declared their intention of introducing regulatory measures. The industry must be organized to forestall unfavorable legislation and prepared to fight for definite objectives if legislative harnessing becomes inevitable.—G. T. H.

PRESENTING

The New Chevrolet Six

THE GREAT AMERICAN VALUE FOR 1932



THE STANDARD COUPE

An even finer car for business use

Now—Chevrolet is destined to play an even bigger part in American business and industry than in the past. *A new and finer six-cylinder Chevrolet model is on the market*—a car that combines many new advantages of special value to the modern business organization. This new Chevrolet is a faster car on long-distance trips—a livelier, nimbler car in city traffic. Because Chevrolet has added many new features to the engine, which increase its power, speed and getaway. The new Chevrolet Six is a much easier car to handle, a much more restful car to drive throughout the day. For Chevrolet has pioneered an exceptional new *double-feature*—the famous silent, non-clash, Syncro-Mesh gear-shift and simplified Free Wheeling. This combination assures quick, quiet gear-shifting and positive control of the car, under all driving conditions. The new Chevrolet Six offers the pride and prestige of an even smarter, more attractive appearance. Because Chevrolet and Fisher have styled this car in the finest custom-car manner. Best of all, the new Chevrolet Six maintains the sound *dependability* and *matchless economy* which made last year's car so well suited for business service. And the prices have been set among the lowest in the market.

SILENT SYNCRO-MESH SHIFT

SIMPLIFIED FREE WHEELING

IMPROVED SIX-CYLINDER ENGINE

60 HORSEPOWER

65 TO 70 MILES AN HOUR

FASTER, QUIETER GETAWAY

SMOOTHER OPERATION

SMARTER FISHER BODIES

GREATER COMFORT

UNEQUALLED ECONOMY

PRICED AS LOW AS **$475**

F. O. B. Flint, Michigan. Special equipment extra. Low delivered prices and easy G.M.A.C. terms.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN, DIVISION OF GENERAL MOTORS

SHOP HINTS PICKED

Fig. 1. Ford A Generator

Because the power house type generator is no longer in production on Ford A engines many shops do not care to invest in commutator turning fixtures. The job can be done in a lathe by making a few minor changes in a stock shaft for this type generator. The generator shaft clamp screw, part number 20531, is drilled in the head to fit a lathe center. The generator armature is mounted on the shaft and set up in the lathe as shown in the photo. Alton Vaughn, service manager, Bellevue Garage (Ford), Hammonton, N. J.

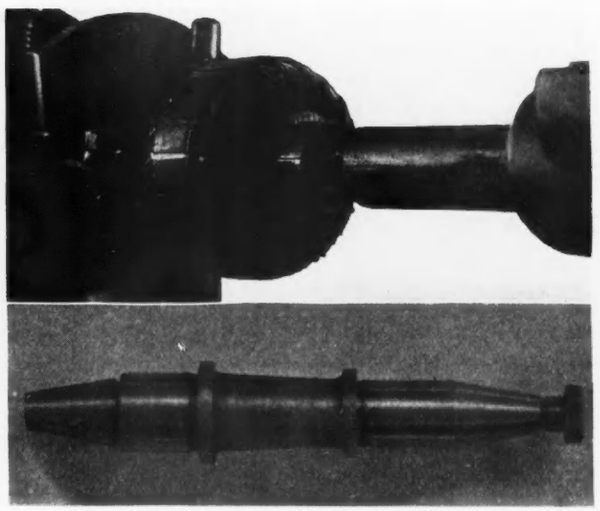
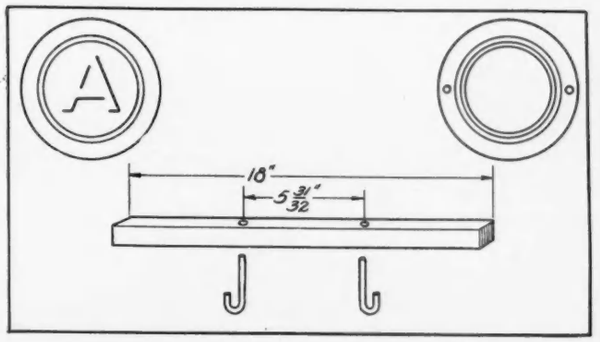


Fig. 2. Autocar Hub Wrench

Seeing wheel nuts interfered with a friction strap wrench for removing hub caps on an Autocar truck, W. C. Burgan, San Diego, California, made a special



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wrench for the purpose. Two hooks engage holes in the back rim of the hub cap and they are rotated by a square bar handle.

The bar is 18 in. long and has two ⅜ in. holes at the middle spaced 5 31/32 in. center to center. Hooks are made of ⅜ in. rod, 4½ in. of stock for each hook, bent 180 deg. at the ends to provide 5/16 in. in the clear.

Hooks are placed in the handle holes and swivelled into place after passing over edge of hub cap.

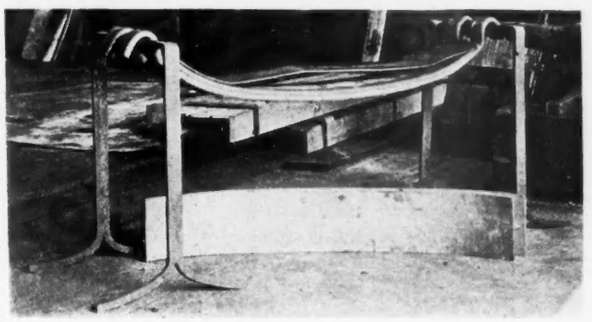

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Fig. 3. Bumper Jig

Straightening front bumpers is always difficult because it is desirable to restore them to original shape. But the question is, what was the original shape? The shop of the Rubel Coal Co., Brooklyn, N. Y., made a template for this job, using a new bumper as a guide. Material is ¾ in. boiler plate reinforced by two steel straps, 1 in. thick and 3 in. wide which are formed into hooks on each end to fit over two end floor stands.

- Bent bumper plates are heated to red heat, placed in the fixture and hammered to correct shape on the fixture.

4

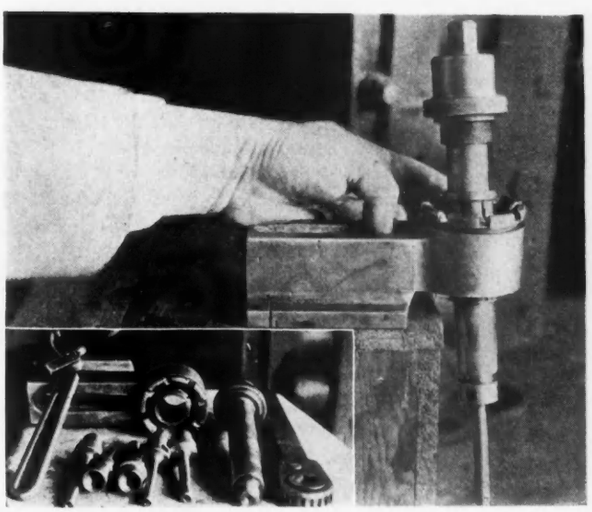
Fig. 4. Shop Jack

Shops jacks which have rotating handles for operation can be made easier to handle about the shop by putting a small universal joint in the handle. Attach a short socket to the adjustment rod by a hole drilled through the rod and weld a small universal joint to the socket and the handle.

Fig. 5. Valve Seat Tool

This tool for cutting out valve seats for inserts or truing valve seats may be adapted to any engine by only one adjustment. The tool can be adjusted for either vertical or slanting positions and it is pro-

FROM 8 LIVE SHOPS



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vided with screw feed.

Several sizes of fly-cutter holders were made for the tool and they are screwed on the end of the center pin, which measures 8 in. by ⅜ in. with thread at bottom and a square top. The pin is inserted through a section of steel tubing 7 in. long, of which 6 in. is milled on the outside and the upper inch threaded for a feed gland. The inner surface of the tubing is counterbored to provide a bearing at each end.

The tubing is, in turn, inserted through a hollow ball socket, with four slits extending up from the bottom to allow tension. The ball is inserted in one end of a steel clamp block machined to fit the ball and threaded at the top to receive an adjustment gland, which is screwed down on the ball to hold the tool at the desired angle. The clamp block is attached to a cylinder head bolt and a ratchet wrench is used on the square head of the tool. Submitted by Jos. C. Coyle, Englewood, Colorado.

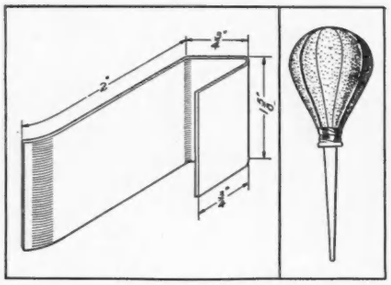

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Fig. 6. Valve Removal

The cup shown is used for removing valve spring locks on Continental 16C and Dodge Standard 6 engines. It is made of 16 or 18 gage sheet bent over a ¾ in. bar.

When replacing valve lock in Continental the pin can be pushed through the valve stem until it touches the cup on the opposite side, which is the correct position. W. C. Burgan, San Diego, Cal., who submits the idea, says that this cup is especially good for the valve behind the exhaust pipe.

Fig. 7. Rubber Oil Can

An oil can which fills itself like a fountain pen and is capable of shooting oil anywhere about a truck chassis into places where an ordinary oil can cannot reach is used by H. W. Swope, Danville, Pa.

The can is made of a rubber bulb, like those on battery testers, and the metal spout of an oil can, joined by taping or a clamp. Simple enough. A shop man after bursting forth in praise of this idea recalled that dentists have the same sort of device for shooting water into inaccessible places. They call these devices water syringes.

Motor Haulage Co.

Motor Haulage Co., Brooklyn, N. Y., is well known in fleet circles because it did some of the trail blazing which led to acceptance of aluminum as a body material. In 1926, which is a long time ago in this case, the company acquired an aluminum alloy semi-trailer body which attracted attention in this country and abroad.

Unusual among the shop-made devices used in the repair shop is one which does not save time or money on any repair job but is devoted to a routine preventive maintenance operation, to wit, lubricating truck drive chains. It cost little but saves much.

Fig. 8. Ignition Test

A combination spark plug and magneto unit tests spark plugs under air pressure and magnetos firing these same plugs. The plug testing cylinder is tapped to take either ⅞-18 or metric thread plugs and has a glass window of ¼ in. plate glass attached to the cylinder by a metal frame and rubber packing.

Plugs to be tested are screwed into the cylinder and blank holes are closed by spare plugs. The cylinder is filled with compressed air from the shop line giving about 90 lb. pressure. Plugs are checked to fire evenly at all magneto speeds within the capacity of the machine.

This speed range, from 150 to 1850 r.p.m. is varied by friction drive from a constant speed ¼ hp. electric motor running at 1750 r.p.m. Any type of magneto in the fleet can be mounted in the test fixture, a vertical shaft and radial arm with a hand screw holding the magneto in place. Air-gaps set at ¼ in. are placed behind the machine for an additional test of the magneto when a test of plugs is not needed at the time.

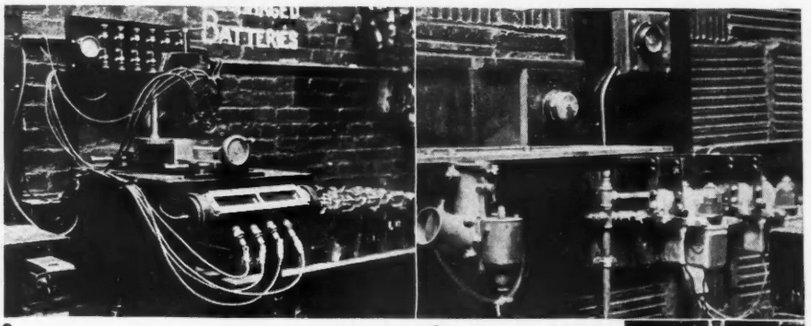

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Fig. 9. Carburetor Test Bench

Carburetors are tested for two hours under gasoline pressure of about 4 lb. per sq. in. for leaks in float valves. The carburetors are attached to a flat steel plate 8 in. wide and 5/16 in. thick with holes drilled to accommodate all the various carburetor flanges found in the fleet. Twin Autopulse units supply the gasoline pressure.

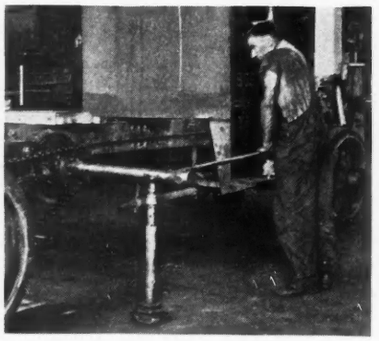

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Fig. 10. Drive Chain Tank

Carrying out factory recommendations for lubricating truck drive chains by soaking them in hot tallow is a job which no mechanic contemplates with joy. The tank here shown has removed most of the "cuss" from the job in this shop.

10

Throughout the soaking in tallow process the chain is carried on a flat steel plate with a cross-shaped handle. The whole operation of dipping, raising and dripping is carried on without touching the chain.

Tallow is placed in a tank of galvanized iron, 12 in. high and 24 in. in diameter. The chain support plate is made of ⅛ in. boiler plate and the handle is made of ¾ in. stock, welded to the plate, with a hook formed in the top. The cross bar is used to whirl the chain about in the melted tallow. The tank is placed upon a chain sprocket and drum assembly and is heated by an ordinary gas plate.

The chain is thoroughly cleaned before being placed in the tank and after being dipped is suspended over the tank by means of the hooked rod to allow all excess tallow to drip back into the tank. After the tallow has cooled and solidified the chain is removed.

Fig. 11. Giant Wrenches

Mechanics struggling to loosen axleshaft nuts holding truck wheels in place resort to desperate measures at times. The Society for the Prevention of Cruelty to Sockets misses a sure case for conviction. Frequently all is forgotten until the next job comes along. We are glad to report that in at least two shops honest-to-goodness persuaders have been made which unscrew axleshaft nuts—rust, dirt and contrariness notwithstanding.

Rubel Coal Co., New York, fashioned a wrench for jackshaft nuts on Mack trucks which has not failed in more than three years. It consists of

TURN TO PAGE 37, PLEASE

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Ind	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	International	LaFrance-Rep.	Mack	Moreland	Paige	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January....1931	223	154	7,569	167	1,183	23	31	111	11,313	447	1,325	28	225	16	27	3	13	273	32	15	62	84	297	221	159	24,415
January....1930	160	249	8,754	242	1,608	41	186	169	13,233	727	1,835	43	345	51	14	4	28	698	90	21	145	97	104	413	440	30,241
February....1931	177	107	7,459	135	1,129	31	36	100	10,868	388	1,368	34	184	12	20	4	28	261	30	11	47	85	268	204	184	23,466
February....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	1,928	44	298	29	43	1	30	565	67	20	74	155	91	320	431	31,882
March.....1931	121	151	9,396	144	1,363	15	28	123	14,731	454	1,881	36	287	17	29	9	18	308	30	10	57	119	362	207	283	30,609
March.....1930	195	384	13,011	264	1,595	48	157	228	19,551	936	2,364	55	452	56	52	3	45	682	62	27	106	265	102	407	559	42,182
April.....1931	155	215	11,195	236	1,575	33	17	150	17,755	590	2,295	58	344	19	20	18	42	354	31	21	104	166	381	228	346	36,848
April.....1930	216	492	14,055	300	1,684	52	153	252	21,757	1,242	2,740	71	566	57	64	4	61	903	47	47	147	314	98	480	564	47,032
May.....1931	155	190	9,932	260	1,492	24	13	170	15,675	543	2,382	40	355	19	18	17	38	306	20	16	101	175	426	254	421	33,496
May.....1930	212	544	12,825	373	1,504	59	152	213	19,758	1,191	2,531	49	717	36	55	2	93	737	59	55	147	305	115	452	456	43,245
June.....1931	179	144	8,970	240	1,285	36	15	144	12,448	513	2,078	45	294	11	24	18	29	466	20	25	59	136	288	267	351	28,496
June.....1930	183	481	9,761	261	1,113	56	118	158	15,669	889	1,917	56	446	29	19	2	43	581	54	38	109	207	102	412	352	33,512
July.....1931	136	143	9,539	304	1,251	32	12	151	12,932	728	2,282	58	288	22	9	12	34	648	18	4	71	129	301	233	355	30,101
July.....1930	194	388	10,947	338	1,080	47	124	209	19,841	882	2,477	50	577	39	35	2	41	583	71	43	100	266	88	460	409	39,888
August.....1931	112	186	8,979	267	989	37	7	125	11,575	735	1,827	25	289	12	17	8	21	609	16	14	59	117	248	207	277	27,070
August.....1930	171	251	9,544	277	707	32	91	142	17,086	604	2,223	51	405	33	29	3	27	436	72	26	102	184	85	399	295	33,758
September...1931	130	110	8,817	227	922	30	8	100	10,843	640	1,863	37	174	4	26	12	23	623	8	17	68	110	292	237	271	25,967
September...1930	171	191	9,716	217	1,018	33	60	155	17,531	622	1,827	63	360	41	28	3	25	402	75	21	92	172	102	317	249	33,933
October.....1931	157	148	8,709	233	988	19	5	116	9,601	769	1,695	40	227	6	44	11	15	577	8	11	44	121	308	214	237	24,713
October.....1930	186	265	8,485	144	1,738	28	60	174	18,155	678	1,797	58	391	23	28	3	30	357	56	26	91	177	198	321	252	34,237
November...1931	95	70	4,838	161	719	15	2	105	6,156	625	1,067	36	146	4	31	9	14	411	6	15	46	83	208	159	124	15,553
November...1930	119	205	5,453	137	1,243	31	24	145	11,487	378	1,145	33	214	8	25	1	29	256	38	18	52	100	258	225	141	22,012
Total 11 Mos.1931	1,640	1,618	95,403	2,374	12,896	296	173	1,395	133,897	6,432	20,063	437	2,813	142	265	121	275	4,836	219	159	718	1,325	3,379	2,431	3,008	300,734
Total 11 Mos.1930	1,942	3,685	112,883	2,760	14,559	470	1,277	2,007	188,076	8,701	22,784	573	4,771	402	392	28	452	6,200	691	342	1,165	2,242	1,343	4,206	4,148	391,922

THE PRESIDENT'S PAGE

CONTINUED FROM PAGE 13

areas, bringing the merchant within a telephone call of his source of supply and the manufacturer close to his raw materials, encouraging quick turnovers at greater profit.

Coordination of all forms of transportation is important if we are to benefit from their greatest usefulness. The railroads can not carry the burden of all the transportation which business and the traveling public now needs and demands. More and more railroads have come to realize that the truck and motor coach is an aid to their business and not a competitor. The next few years should see an expansion in the railroads' use of motor equipment, with a definite economic line drawn in the transportation field between what is profitable for trucks and what is profitable for railroads.

Railroads have found that trucks can successfully and profitably replace their unprofitable short line rail operations and speed service through store-door pick-up delivery systems, with containers for less than carload lots. Motor coaches are being operated by a number of railroads, offering to the public a convenient low cost service attracting revenue passengers from private cars.

The economies being effected in manufacturing, selling and in the cost of distribution will be dissipated, however, unless our law-making bodies and commissions realize the service motorized transportation is rendering to the public.

Taxation and unfair regulatory measures are becoming a tremendous burden, which the public ultimately is called upon to pay. The future will undoubtedly see more uniformity in regulations and taxation of motor carriers as the public by experience more fully appreciates the economical, convenient and comfortable service which is rendered by highway transport.

THE STORE-DOOR PLAN AFTER 60-DAY TRIAL

CONTINUED FROM PAGE 27

him to handle, between business premises and on-line freight stations within an area as designated in the tariff for each station. This area is usually the corporate limits of the city or town, but in some three hundred places exceptions to such limits are specified by the tariff. Very often industries just outside the city boundaries are included in the store-door zone. A definite distance, as 100 yards, from the freight station may be provided. Or as in Kansas City, Mo., the district covers the adjoining Kansas City, Kan., and North Kansas City, Mo.

Up to the present time, with the tariff in effect only about two months, the railroads and their drayage contractors seem disposed to interpret liberally both the tariff and the drayage agreement. The tariff provides that pick-ups and deliveries are to be made from "a dock, platform, or doorway directly accessible to trucks," but draymen apparently are handling merchandise, when necessary, from or to upper-story shipping rooms. The railroads seem to patronize certain draymen, otherwise desirable, who have some connection with highway trucking, although the agreements with such contractors may be terminated.

Now for the working out of the plan. It is too soon yet to tell how much tonnage it will bring back to the rails, from either the shipper-owned or commercial-trucking interests. (The tariff is designed to meet the two forms of truck competition.) After consultation with representative railroad, drayage and motor-freight men in the territory, the writer found the general opinion to be that there had been little variation in the volume of merchandise freight handled by the railroads, or in its distribution between rail and highway facilities, since the tariff became effective.

The most striking change has been in the conditions under which a considerable part of city trucking is being performed. To all intents and purposes the railroads have stepped in as

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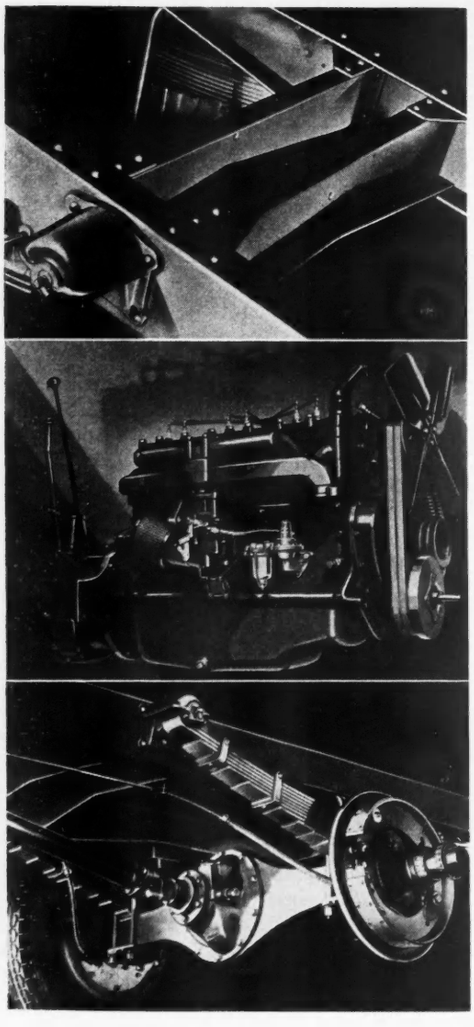
STUDEBAKER WHIPS UP

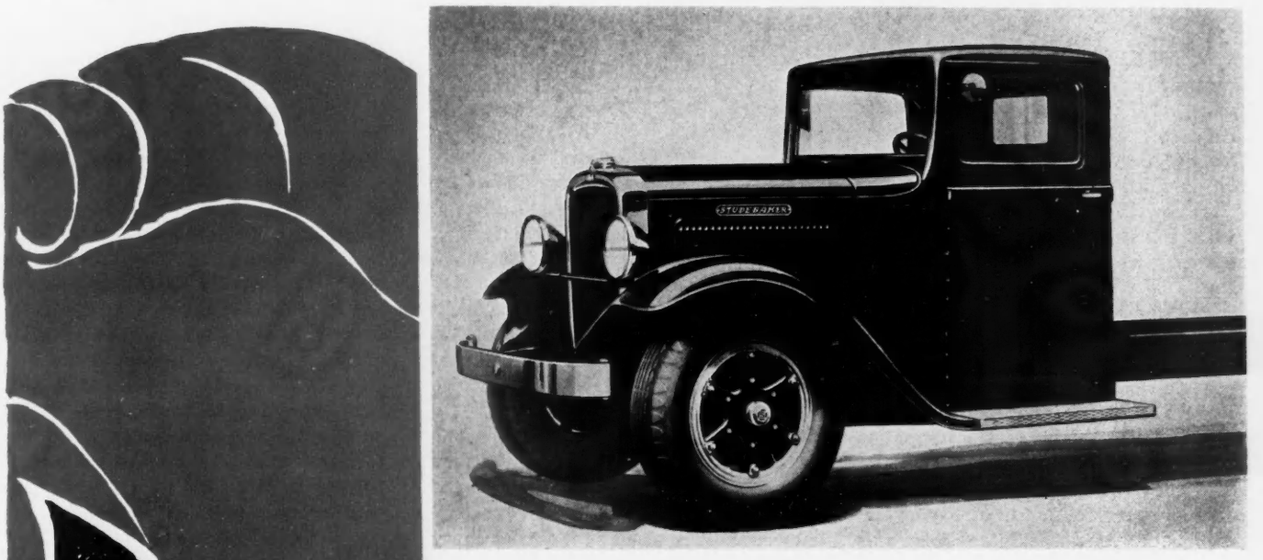


Cross-members are channel depth, the engines develop 75 hp. and the rears are full floating bevel drives

NOT content with the spectacular rise from eighteenth to seventh place in truck registrations last year, Studebaker is hot-footing it for new records this year. As a flying start Studebaker is offering a new low-priced trio, which is topped off by a $1,350 3-tonner, the lowest price chassis listed in the three-ton classification of COMMERCIAL CAR JOURNAL specifications. The other models are a $695 1½-tonner, and an $895 2-tonner. And as plus value the new line also offers greater power than previous models and the choice of more and longer wheelbases. Studebaker also has the honor of being among the first big manufacturers to adopt S.A.E. recommendations for dimensions from back of cab to center of rear-axle in order to standardize body mounting dimensions.

Horsepower has been increased to 75 at 3200 r.p.m. in Studebaker's new 3¼ x 4⅝-in. truck six, which powers all three of the new truck models. Besides being ½-in. longer in stroke than the former six, several engineering advancements have been incorporated in the powerplant. Pistons are electro-plated cast-iron, bringing two dissimilar metals into contact; crankshafts are doubly balanced, counterweighted and equipped with Lanchester vibration dampers; engine mountings are rubber and main bearings are steel-backed, babbitt-

POWER IN NEW LINE



The cab contributes to smart front-end appearance. Battery is concealed in the cab skirt.

Studebaker's 1932 Trio

	1½-ton	2½-ton	3-ton
Price	$695 to $775	$895 to $945	$1,350 to $1,425
Wheelbases	130 and 165 in.	141, 153, 165	141, 153, 165, 183
Tires, front	6.00/20	6.50/20	6.50/20
rear, single	32 x 6	36 x 8	—
dual	6.00/20	6.50/20	32 x 6

lined. Careful balancing, matching and fitting of parts are painstaking requirements in the assembly of the new six. Piston and connecting rod assemblies are matched and balanced to ⅛ of an ounce and crankshaft and pistons are held to a tolerance of .0005 in.

Another new engine feature which makes an outside oil-filter unnecessary is a floating intake, located in the crankcase, which feeds clean oil to the pump. Fuel is fed by pump from a 20-gal. tank to a Stromberg carburetor. Cooling is by flat-tube type radiator. Air cleaners and governors are standard on the two larger models.

While four-speed Warner transmissions characterize the line, additional pulling power is obtained in the 3-tonner by a two-speed auxiliary transmission with a 1.52 gear reduction mounted amidships. This, together with one standard and four optional rear axle ratios, gives the purchaser a wide choice to meet most any operating requirement. Special bevel drive full-floating rear axles are employed on all models, a Clark in 1½-tonner and Timkens in the remainder.

Frames range from 6 to 8 in. in depth, according to capacity. Main cross-members are full channel section and gussetted at points of stress. Special attention has been given to spring equipment. Rear springs are carried on outrigger type hangers of sturdy design riveted to the frame. Auxiliary springs are standard on the 3-ton tractor and available at extra cost on all other models.

Bendix four-wheel, two-shoe, cable controlled type brakes are used throughout the line. The 3-tonner, however, carries in addition a BK booster. Heavy molded lining, ¼-in. in the lighter models and ⅜-in. in the 3-ton, is used.

A smart cab as well as a full line of stock bodies are offered on all chassis. The cab is of steel construction, with steel box section front corner posts, to which the separate all-steel cowl fastens. Sloping windshield and cowl ventilator gives a coupe front. Doors are 31 in. wide and weatherstripped; windows are 25 in. wide and 18 in. deep. Seats for three are 48 in. wide and comfortably upholstered. Interior door handles are of the remote control type.

STEWART-WARNER AMPLIFIES PEDAL PUSH MECHANICALLY

In 4-Wheel Brake System Offered for Original Equipment

A MECHANICAL power amplifying unit for brake systems and a four-wheel brake system which embodies the power unit are offered by Stewart-Warner Corp., Chicago, to meet present-day demands for braking ability. The power unit may be added to vehicles now in use or built into transmissions as original factory equipment. The brake system is available as original equipment.

The power unit multiplies pressure placed upon the brake pedal and therefore drivers can "feel" the brake application. In addition the unit provides something of the order of twice as much movement of brake pull rods as ordinary mechanical brake systems for a full stroke of the pedal. A light pedal action and shorter travel of the pedal result from these inherent features of design.

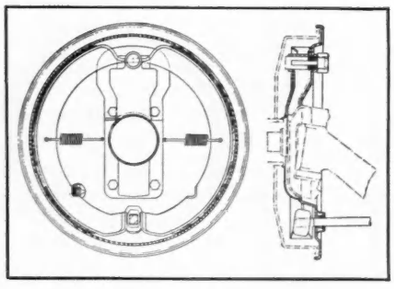
Wheel brakes are of the two-shoe, cam-operated type and with use of a separate power unit there is no need for multiplication of pedal effort by wrapping or other self-energizing action. All parts are interchangeable front and rear except the camshafts and the brake backing plates also may be made interchangeable.

Mechanical power amplifiers require some outside source of power, usually taken from a revolving shaft. Stewart-Warner engineers took advantage of the fact that a vehicle propeller shaft is rotating as long as the vehicle is moving and they placed the power unit in the drive line at the rear of the transmission. Action of the unit provides a limited amount of braking on the propeller shaft.

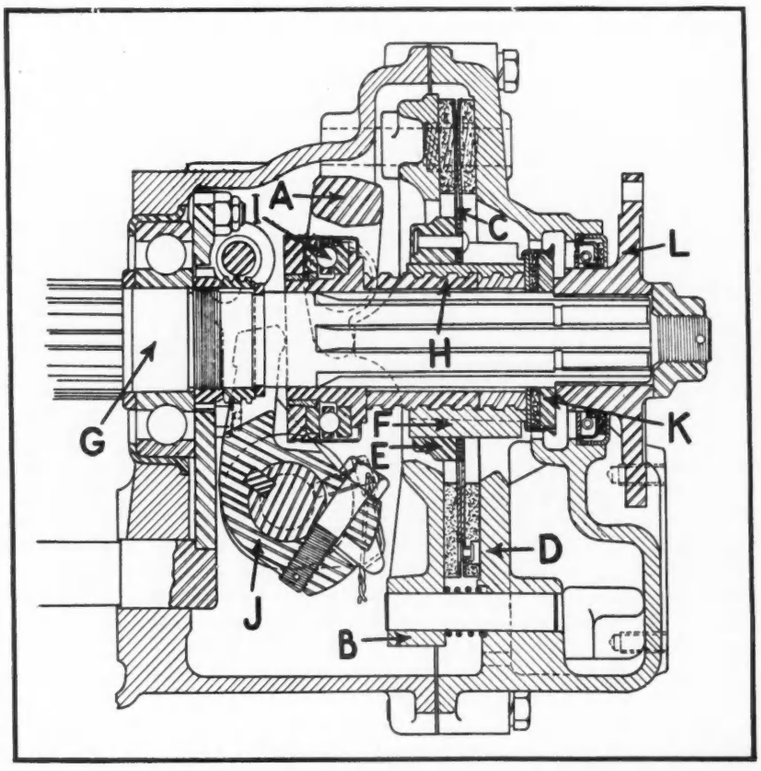
An interesting variation of the thread and nut principle is the basis of the power unit's ability to multiply pedal pressure. The action can be illustrated by imagining a threaded stud being revolved in a lathe. On the thread is a nut which is not a tight fit on the threads. As the stud revolves the nut revolves with it, the friction in the threads without outside resistance being sufficient to carry it around. Now imagine that the nut is grasped by a pair of pliers, it immediately moves along the rod rather than revolving with it. Substitute a clutch for the pliers so that the nut can be allowed to revolve freely or at any desired slower rate than the shaft and we have the basic principle.

Application of this idea is shown in the cross section at right below. The hub *E* corresponds to the nut and it rotates with the transmission shaft *G*. When pressure is applied to *B* by moving the brake pedal the disk *C* is retarded and through the action of the coarse thread on *F* and *H* the outer actuator *F* moves and applies the brake through thrust bearing *I* and yoke *J*. When the vehicle moves backward *F* abuts against collar *K* and its rotation relative to the shaft forces *H* forward, applying the brakes as before. A lever on the outside of the power unit actuates pull rods extending to brake cross shafts on front and rear axles.

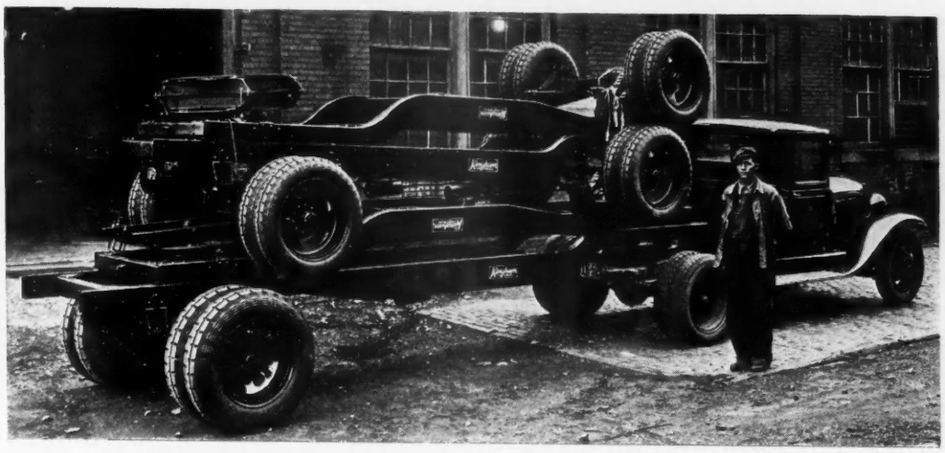
Brake cams are located with their centers in the axis of the king pins and as a result front brakes are gradually released when turning corners. There are two adjustments on the brake, one for wear of the lining and the other for centralizing the shoes. Wear adjustment is made by a stud at the anchorage which has inclined bottom surfaces against which rest inclined ends of the brake shoes. The centralizing adjustment is made by means of a set screw with tapered sides.

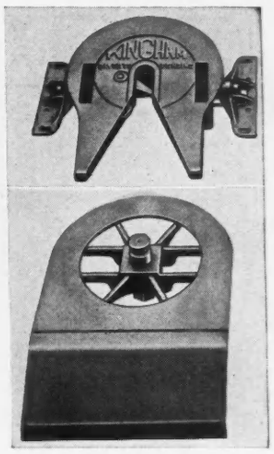


Above: Each pair of shoes is actuated by a cam mounted on a floating camshaft



The power unit as placed behind the transmission for Hotchkiss drive. The revolving clutch disk C is gripped between B and D by moving the brake pedal. Amplified power is applied by F or H moving along their threads and so forcing thrust bearing I against short lever on output yoke J





Left: A delivery of four of Kingham's new pressed-steel, drop-frame semi-trailers. Right: Kingham upper and lower stationary roller-type fifth wheels

KINGHAM'S BASIC TRAILER DESIGN BUDS 7 CAPACITIES

ADHERING to a basic design in all seven models of a new semi-trailer line has enabled the Kingham Trailer Co., Louisville, Ky., to achieve a price per unit which, as one large truck distributor said, is remarkably low. Stretching from 3 to 15 tons each of these drop-frame units are counterparts of each other, differing only in the size and capacity of component parts. From a low of $305, this is how the Kingham line complete with proper size dual balloon tires and 34-in. stationary roller type upper fifth wheels stacks up:

Model EF-2: Capacity, 3-ton; price, $305; tires, 6.00/20; frame length, 16 ft.; frame size, 3/16 x 10 in.; spring size, 12 leaf 3 x 46-in.

Model EF-3: Capacity, 4-ton; price, $330; tires, 6.00/20; frame length, 17½ ft.; frame size, 3/16 x 10 in.; spring size, 12 leaf 3 x 46-in.—helper 5 leaf 3-in.

Model EF-4: Capacity; 6-ton; price, $505; tires, 7.00/20; frame length, 17½ ft.; frame size, ¼ x 10 in.; spring size, 15 leaf 3 x 46 in.—helper 5 leaf 3-in.

Model EF-5: Capacity, 8-ton; price, $765; tires 8.25/20; frame length, 20 ft.; frame size, 5/16 x 10 in.; spring size, 12 leaf 4 x 48 in.—helper 5 leaf 4.-in.

Model EF-6: Capacity, 10-ton; price, $995; tires 9.00/20; frame length, 20 ft.; frame size, ¼ x 12 in.; spring size, 15 leaf 4 x 48 in.—helper 5 leaf 4-in.

Springs Are Underslung and Radius Rods Are Adjustable

Model EF-7: Capacity, 12-ton; price, $1,295; tires 9.75/20; frame length, 22 ft.; frame size, 5/16 x 12 in.; spring size, 16 leaf 4 x 48 in.—helper 7 leaf 4-in.

Model EF-8: Capacity, 15-ton; price, $1,595; tires 10.25/20; frame length, 22 ft.; frame size, ⅜ x 12 in.; spring size, 20 leaf 4 x 48 in.—helper 7 leaf 4-in.

To permit the use of wide 39-in. frames together with dual balloon tires the main springs are slung under the axle and attached to deep spring brackets riveted directly beneath the frame side-rails. This construction also provides low loading height, adequate spring travel and reduces twisting effect on the frame. Helper springs are mounted above the axle. Instead of shackling, spring ends ride free in slip joints. Adjustable radius rods keep the axle in position.

Pressed out of steel all the frames have a uniform drop of 6-in. but vary in deck lengths from 51 to 61 in. Seven cross-members (eight in the last two models) join the side-rails. They correspond in depth to side-rails at point of juncture, where they are riveted and reinforced by gusset plates both top and bottom. Shuler axles of 2¼ to 4-in. square section are employed.

Any one of these models can also be furnished with 24 or 33-in. semi-automatic lower fifth wheel, roller bearing screw type landing gear or dolly, and Warner electric or BK booster brakes.

Kingham also furnishes a full line of bodies specially designed for this new trailer line, including platform, stake, all steel van, open van and 1000 and 1500-gal. tanks with one to five compartments.

SHOP HINTS

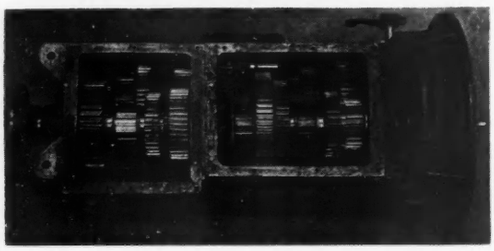
CONTINUED FROM PAGE 32

a double-end giant socket, handle and supporting stand. The socket section is a round bar of steel with a socket forged on each end, sized to fit both sizes of jackshaft nuts.

Two holes are drilled through the bar, and Chevrolet drive shaft used for leverage. The stand, which is made of standard pipe and fittings, is adjustable to any height in increments of ½ in. by inserting a heavy cotter pin in one of the holes drilled in the inner telescoping pipe. With the set-up complete the mechanic bears down on the end of the handle with all of his weight. And there you are.

A similar idea is used by C. H. Willey, superintendent of Hoyt's, Pennacook, N. H. He uses a V-block support made of wood, a heavy-duty socket and welds a bar of steel on the socket. Leverage is applied by the well-known piece of pipe.

RELAY COURTS 1932



Something new: A unit-mounted transmission combination which comprises a four-speed transmission to the rear of which a three-speed auxiliary is bolted. Ratios range from 10.19:1 in low-low to .77:1 with forward set in direct and auxiliary in overdrive. Twelve forward and three reverse ratios are provided

WHEN the year 1932 rewards leaders in progressive engineering, Relay will be worthy of recognition for features incorporated in its two new trucks, Model 230, a 5-ton, 30,000-lb., high-speed, heavy-duty job, and its heavier companion, Model 240, rated 7½ tons or 40,000 lb. gross. Engines, transmissions, rear axles, frames, in fact the whole chassis, embody ideas new to the truck field as well as original applications of accepted practice. Some high spots of the design are listed in the accompanying box.

Snappy performance while carrying heavy loads either on good roads or through bad going has been assured by providing plenty of engine torque and a lot of transmission ratios for applying the power as needed. The transmission, one of the innovations, is a combination of a four-speed set with a three-speed auxiliary made into a single unit which furnishes a total of 12 forward speeds and no less than three reverses. The lowest ratios in low-low give enormous tractive ability figures, and the overdrive ratio of 77:1 in the auxiliary assures high speeds for "high-balling" home from long trips without winding up the engine. In fact, the engines are not called upon, or permitted, to race under any circumstances; vacuum governors control speed at 2000 r.p.m.

Engines are Relay-Hercules in both models, similar in general design but differing in size, 6—4¾ x 5¾ and 6—5¼ x 6 in. developing 126 and 162 hp. respectively. Displacement of the large engine, 779 cu. in., equals the high figure now held jointly with the Sterling Petrel. Cylinders are cast in two blocks of threes. The upper crankcase is of aluminum alloy.

Explosions in engine cylinders tend to blow the cylinder heads off and to force the crankshaft downward. This force usually is absorbed by three sets of studs, those holding the heads to the block, another set holding the cylinder block on the crankcase and a third set holding the main bearing caps firmly against the crankcase. In these engines this force is taken by 16 through bolts which extend from cylinder heads to main bearing caps.

Intake valves are larger than exhaust, 2⅛ and 2 in. respectively, and both have the unusual seat angle of 30 degrees. Exhaust valve seats are inserted type with spun-in Stellite surface. This material is so hard that it cannot be machined and is shaped and finished by grinding.

Although the engine lubrication is full-pressure type, it too departs from the conventional. The oil pump is triple in design, one pump feeding the main oiling system and the other two are scavenging pumps, which pump oil from each end of the crankcase into the main sump, assuring a supply of oil to the main pump when the vehicle is climbing or going down steep grades.

Downdraft carburetors are employed, 1¾-in. diameter on Model 230 and 2-in. diameter on Model 240. Oil-sump type air cleaners are used on both models.

High-speed, heavy-duty operation demands adequate braking ability, and Relay engineers have not overlooked this prime requisite. On Model 240 they supply Christensen air brakes of special de-

With 10 Innovations

Progressive Design Ideas Incorporated in 5-Ton and 7½-Ton Heavyweights Are:

1. Nitralloy Counterbalanced Crankshaft.
2. Nitralloy Pump Shaft.
3. Molybdenum Alloy Iron Cylinder Blocks.
4. 12-Speed Combination Transmission.
5. Interchangeable air and liquid brake cylinders.
6. Radius Rods with Roller Bearings.
7. Thermostatically Controlled Radiator Shutters.
8. Special Frame Construction.
9. Shatterproof Glass All Around.
10. Hot Water Cab Heater.

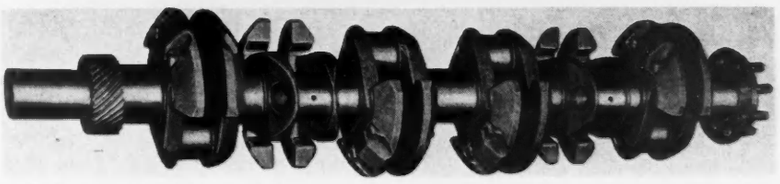
Also unusual are the Stellite Exhaust Valve Seats with 30 deg. angle.

sign for the job, with wheel cylinders inside the dust plates. Area of lining is 550 sq. in. and the lining is ⅜ in. thick. No adjustment is required.

Brakes on Model 230 are four-wheel hydraulic with total area of 529 sq. in. with ⅜-in. lining. Christensen air brakes can be used as air and liquid wheel cylinders are interchangeable.

Frames are made of alloy steel, heat-treated, and of the fish-belly type. Model 230 has frame 11½ in. deep and Model 240, 12½ in. deep. Six wheelbases are available, lengths being the same on both models. Shortest is 160 in. for tractor service, next, 174, for dump work or 10½-ft. bodies, 196 for 14-ft. body and 210 for 16-ft. body. The long wheelbases of 224 and 240 in. are at extra charge.

Relay and Brown-Lipe engineers cooperated in designing the transmission unit. Unlike other combinations in which one of the transmissions is unit-mounted and the other placed amidships, the Relay trucks embody a unit-mounted combination with a four-speed set bolted to a bell housing and the three-speed auxiliary bolted directly to the rear of the four-speed section. A 2-leaf spring is mounted at the rear of the assembly to flexibly support the weight.

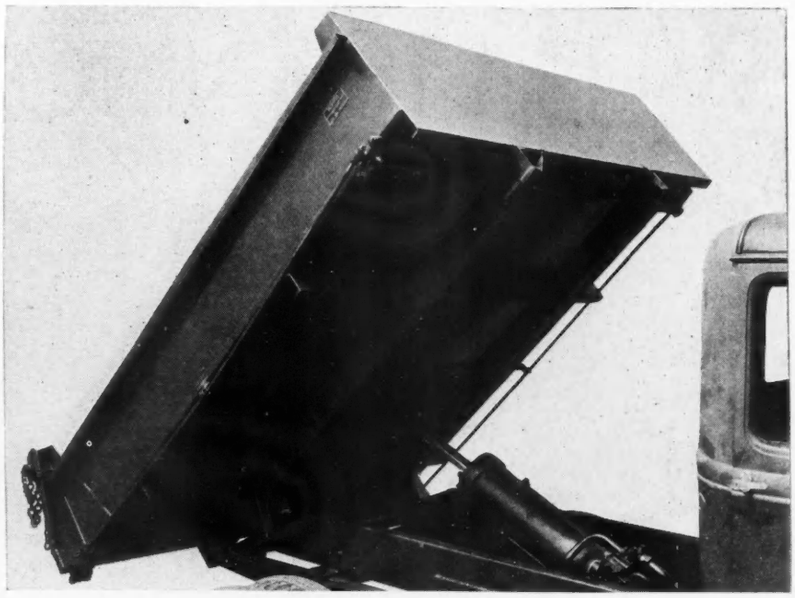


Top: Plated radiator shell, hood doors and sweeping horizontal lines emphasize the modern truck mode. The cab, which is insulated throughout, is equipped with shatterproof glass throughout and is heated by hot water. Radiator shutters are controlled thermostatically. Bottom: Innovations by Relay are the counterweighted seven-bearing crankshafts of nitralloy, used in both engines. Two counterweights are attached to webs of each crankpin

Spring seats are below wheel centers on the new Relay pendulum-drive rear axle, which permits low frame height without kickup over rear axle. The differential carrier supports bevel gear bearings and the differential.

WOOD 1½-T D-6 HOIST

Listed at $192 With C4 Body



Wood Hydraulic's new D6 power hoist assembled with a C4 steel body on a 1½-ton chassis

IN bringing out its new power-operated hydraulic hoist for heavy-duty service on 1½-ton chassis Wood Hydraulic Hoist & Body Co., Detroit, did more than round out its light-truck line of hoists; it brought out an uncommonly low-priced unit.

This new hoist, known as Model D6, equipped with a contractor and general hauling Model C4 body of the following capacities, is priced as follows:

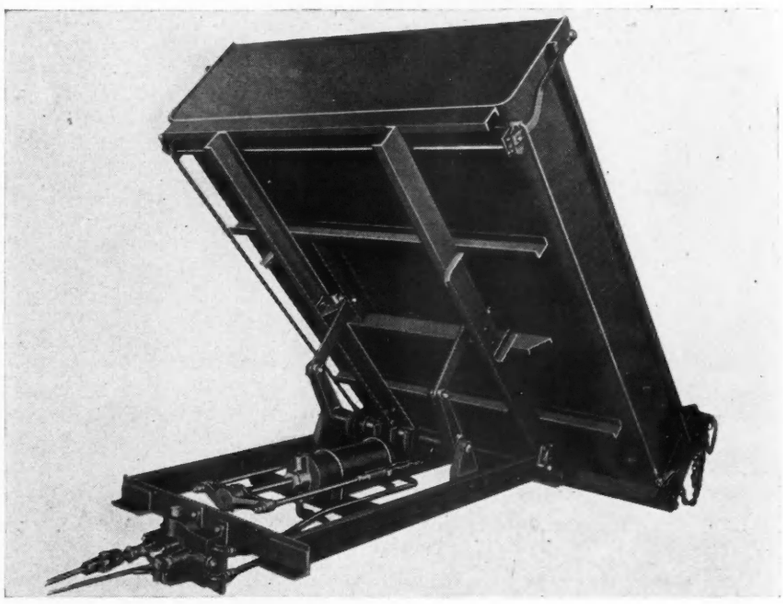
1 yd., $192; 1½ yd., $195, and 2 yd., $203. The new hoist is also available at the same relatively low prices on the following Wood bodies: C10, C12, C1, CJ1 and C6.

Design is rugged and simple. A 6-in. cylinder of seamless steel is mounted so that the piston pushes directly against the load, at a considerable distance from the hinges, to provide greater leverage and ease of operation. Full dumping angle is 50 deg. In addition to the 6-in. cylinder there is also an extra-heavy steel piston rod, heavy-duty hinges of drop-forged steel, full-size oil pump and heavy-duty fittings throughout.

No wood sills are required when installing the D6 hoist, as the hoist and body come ready mounted in a pressed-steel subframe, needing only to be bolted to the chassis.

PERFECTION CUSHIONS HOIST

Built for 1½-Ton Short Dump Truck



Piston rod and cross-head pulls the body up through pull rods and chain connected to quadrant on cross-shaft

AMBITIOUS dump truck drivers anxious to make time will be given an opportunity to save a bit on unloading with the new heavy-duty hydraulic hoist for 1½-ton short wheelbase chassis offered by the Perfection Steel Body Company, Galion, Ohio.

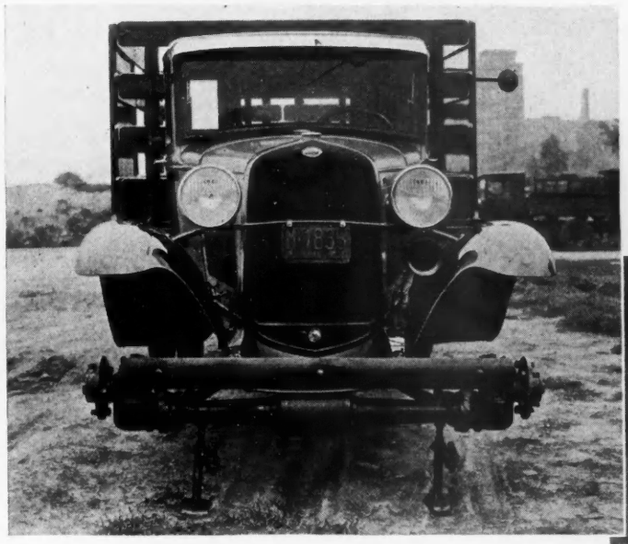
Fast lowering speed with slow finish is uncommon. Perfection has attained it with a "Cushion Drop" mechanism or automatic control, which permits the dropping of the body, either full or empty, very rapidly to riding position without slamming the frame. The hydraulic cushion becomes effective when the body frame comes to within several inches of the chassis, at which point it eases down the body to full riding position.

The hoist also possesses speed on the lift, raising a load to a full 50-deg. angle in less than four seconds. The body may be returned to any intermediate position by controlled gravity. For safety an automatic valve mechanism is built into the hoist. It will hold the body in any raised position in case the power fails or clutch is accidentally released.

A complete line of steel bodies is available for this new unit.

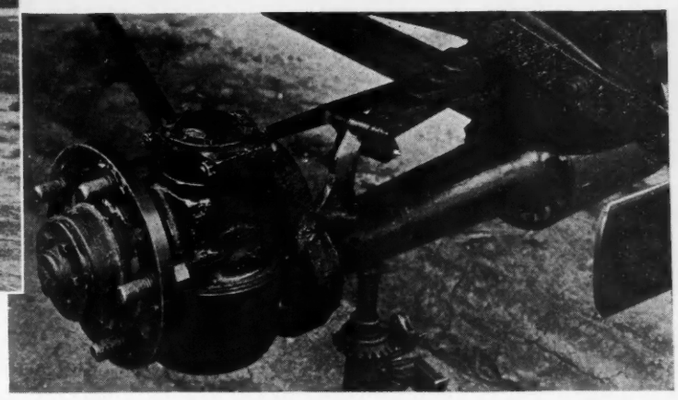
ASAM UNIT CONVERTS FORD INTO FOUR-WHEEL DRIVE

Designer Also Adapts the Assembly to Other Makes



Above: The Asam front drive unit does not materially change the appearance of a truck in which it is incorporated

Below: Turret drive of front wheel embodies two pairs of bevel gears permitting a wide turning angle and eliminating universal joints



THE exceptionally low list price of less than $1,400 for a four-wheel drive 1½-ton truck has been attained by the Asam Truck Co., Detroit, by developing a unit for converting Ford, Chevrolet and other trucks of 1½ to 2 tons rating into four-wheel-drive vehicles. Price of the Ford AA truck converted is approximately $1,365, and and price of other trucks when converted will be the difference between list price of the Ford and the other truck added to the converted Ford figure.

Trucks converted to four-wheel drive by the Asam front drive assembly are not changed in height or general appearance. From a side view a careful inspection is required to detect the change and even from close range directly in front there is not much difference in appearance between the Asam axle and conventional front axle. Front springs and, in case of Ford, radius rods are retained. The Asam construction provides a reduction at the end of the axle and therefore the center ring gear need not be as large as the ring gear in the truck rear axle and therefore the differential housing may be smaller in diameter.

Double-bevel-gear drive, which eliminates front-wheel universal joints, was chosen by F. H. Asam, designer of the units. He applies the term "turret drive" to the assembly because of the resemblance to mechanism of a warship turret. The turret, mounted on anti-friction bearings, comprises a lower ring gear placed horizontally and an upright hub and upper gear. A bevel pinion mounted at the end of the axle shaft drives the lower ring gear; the upper gear on the turret in turn drives a vertical ring gear on the end of the wheel hub.

The bevel pinion shaft has a splined end connected to the splined end of the axle shaft by a tubular coupling. Pinion shaft bearings are rollers back-to-back. The turret revolves in a double annular bearing at the bottom and long, straight roller bearing at the top. The driven wheel hub revolves on a double annular ball bearing at the outer end and a straight roller at inner end. The steering knuckle assembly oscillates on roller bearings top and bottom for steering.

Upper and lower parts of the turret are sealed against leakage of lubricant by packed lap joints. Tests of the unit over several hundred miles with the felts and oil retainers removed showed no loss of oil, according to report by Mr. Asam.

Drive to both forward and rear axles is through a gear type transfer case mounted in the rear of the truck transmission. To still further increase the tractive ability of the job a locking type of differential is used between the half shafts driving the front and rear axles; the same type of differential is also incorporated in the truck rear axle.

The unit now available can be incorporated in any model truck up to 2 tons in capacity and with comparatively small extra cost can be attached to passenger car or light delivery chassis. A larger unit has been developed for trucks from 3 to 7 tons carrying capacity, but prices and details of construction are not yet available for publication.

STEWART FOLLOWS THROUGH WITH STILL ANOTHER EIGHT

Also Drops New 2-Ton Six to $1,195

A FACTORY which offers a new six-cylinder model with more power for $300 less than the model it replaces, and presents an eight-cylinder job priced more than $500 below the average price of its tonnage group, gives evidence of its intention to offer greater value for its customers' dollars. Stewart announces both of these accomplishments in time for the New York Automobile Show and adds an increase in engine size, at no extra cost, in three other models.

The eight, a 2½-tonner, happens to be the third model with this number of cylinders to be announced by the company, the other two being a 3-ton for $2,990 and a 3½-ton for $3,990. The new eight is priced at $2,390, which compares with an average price for 2½-ton models in the Specifications Table of $2,941.

Adding the eight gives Stewart three models in the 2½-ton group, and the eight, designated 58-8, has more power than the other two, 100 hp. at 2800 r.p.m. Model 58-8 is supplied, on order, with several options at extra cost; magneto in place of Delco-Remy battery distributor, a Timken double-reduction or worm gear rear axle in place of the standard Clark bevel gear unit and a three-speed auxiliary transmission. However, the auxiliary unit may be used only with worm or double-reduction type rear axle. Standard wheelbase is 170 in. and four others are available, a short wheelbase of 160 in., and three specials, at extra cost, namely, 180, 196 and 226 in. Detailed specifications will be found in the Specifications Table.

The 2-ton job, Model 50X, is priced $1,195, which is $300 less than Model 28X, which has been dropped from the Specfications Table. The six-cylinder engine is a Lycoming SB with ⅛ in. more bore and the same stroke as the 4SL employed in Model 28X.

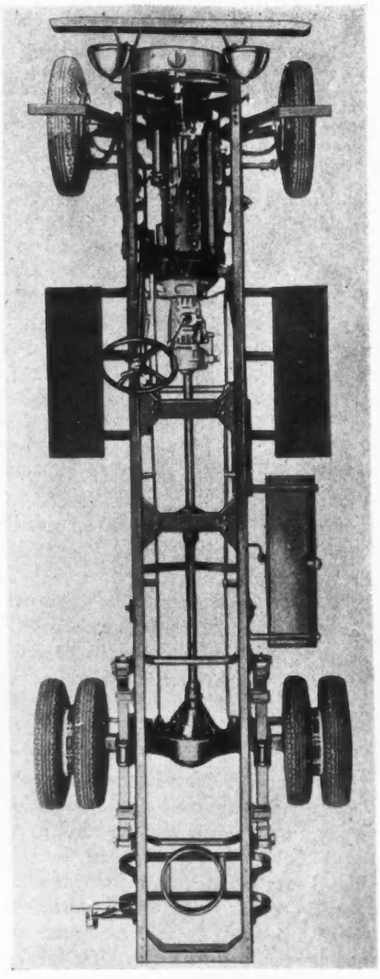
A Clark spiral bevel, full-floating rear axle is used, as in the other model, but drive and torque are taken through springs, instead of by radius rods. Standard ratio is 6.37: 1 and a faster ratio of 5.6: 1 is offered.

Standard wheelbase of 145 in. and a special of 134 in. are optional at no extra cost, and long wheelbases of 160 or 176 in. are available at extra cost. Chassis price includes 6.50/20 balloons, dual rear. Special tire equipment of 750/20 balloons or large single tires may be ordered at extra cost.

Specifications of Models 58-8 and 50X

	58-8	50X
Price	$2,390	$1,195
Capacity	2½-ton	2-ton
Engine make	Lycoming	Lycoming
size	8-3⅜ x 4½	6-3⅜ x 4½
Transmission	Fuller	Warner
Speeds, mounted	4-unit	4-unit
Rear Axle	Clark	Clark
Type	bevel full-floating	bevel full-floating
Tires	7.50/20 dual rear	6.50/20 dual rear

Detailed data will be found in the Specifications Table



Stewart's third Eight, Model 58-8, a 2½-ton truck

Diamond T Model 216 B, the Improved 1932 Edition of former Model 216

DIAMOND T 1½ BETTERS ITS PREDECESSOR ON 14 POINTS

A 60 PER CENT increase in sales during 1931 when the going was stiff warrants a bit of strutting, and certainly a move toward repetition. This record was hung up by Diamond T's 1½-ton Model 216, and the company isn't content to rest on its laurels. An improved edition of it is being offered as a 1932 encore. This new lead-off model, with fourteen featured improvements and refinements, lists at $795 and retains its former designation 216 plus the sur-letter B.

Downdraft carburetion and control in the intake manifolding are among the notable improvements in the engine, a rubber-mounted Diamond T-Hercules 3⅜ x 4¼-in. six, which displaces 228 cu. in. and develops 56 hp. at 2500 r.p.m. Pistons are lightweight cast-iron.

Changes from the 216 originally introduced include a Clark axle having greater capacity, larger wheel bearings and incorporating a splined pinion shaft carried on three roller bearings; springs of greater capacity and 4-leaf helper springs as standard equipment; and a Borg & Beck 10-in. clutch with flexible plate mounting, which acts as a vibration dampener. Riding comfort has been increased by the adoption of hydraulic shock absorbers. Gasoline and hydraulic fluid lines have been simplified, and a new automatic supply tank for the braking system is now built integral with the master cylinder. A convenient opening under the hood makes replenishment of the system an easy task.

Hood, Cowl and Cab Are Streamlined

Four-wheel Lockheed brakes with 15-in. cast alloy iron drums and moulded lining do the stopping and an external band brake on the end of the transmission does the parking. Ease in handling and front-end strength were particular objectives of the engineers when they put extra large king pins in the front axle, employed Ross cam and lever steering, and hung extra long front springs in compression type rubber bushings in the rear and shackles in front.

By careful design, strength without excessive weight was achieved in the tapered pressed steel frame. Special cross members of the alligator jaw type are used. A new type front cross member and engine support, designed by A. O. Smith Corp., provides stiffness at this point.

A special de luxe all-weather steel cab has been specially designed for this model. Particular attention is given comfort, convenience and appearance. Cowl and cab treatment have been carefully worked out to provide harmonious stream-line appearance. Equipment includes lights, heat indicator, speedometer and oil gage.

THE STORE-DOOR PLAN AFTER 60-DAY TRIAL

CONTINUED FROM PAGE 33

the major agency for handling shipments between their stations and business premises. Although most of the freight moving under the store-door tariff is being handled by the draymen for the same shippers they had previously served, the railroads foot the drayage bill, and retain control through a clause in the agreement which provides for its termination immediately upon written notice, when the services of the drayman are unsatisfactory to the railroad.

More than 75 per cent of the freight picked up under the tariff, it is estimated, comes from shippers who use the same contract drayman regularly. Others, who require service only infrequently, call up the railroad freight station, which relays the order to the drayman nearest to the shipper's premises. This system was worked out on the advice of the draymen, who pointed out that the original suggestion, to have each railroad given city-wide service by one or two draymen, involved unnecessary confusion and duplication of effort for drayman and shipper as well.

● Standing Orders Sought ●

The delivery service is made equally convenient. Regular consignees of merchandise freight have been solicited to place standing orders for the drayage of any goods that they may receive, while others can call on either the freight station or an authorized (contract) drayman when necessary.

Under the system of compensation adopted, the railroads pay a fixed rate (varying from 5 to around 10 cents per 100 lb., with the larger amount used in the largest cities), based upon the actual weight shown by the railroad records, as totaled for each calendar month. This drayage charge is included in the railroad l.c.l. rates at both origin and destination for movements between tariff stations in a 30 to 300-mile limit. Because the drayage charges are not visible the hauling function has been designated as "free service." Movements beyond either limit are subject to extra charges. The 30-mile restriction, however, has since been abolished so that the no-extra charge service now applies between all tariff stations within the 300-mile limit. The flat-rate system has been used, it is understood, to simplify the bookkeeping required by the railroads in administering the store-door tariff. For the same reason, no minimum is paid for handling a single shipment of freight.

When the drayage contracts were being arranged, many of the draymen took the position that the flat-rate system was wrong in principle and that the rates offered would prove unprofitable. In at least one place (St. Joseph, Mo.) the railroads and the draymen have not come to an understanding, so that the tariff is not in effect there. But in the other cities and towns the draymen have given both system and rates a two-month trial. The experience so far seems to confirm their original opinion.

What is needed, one prominent drayman suggests, is a system that would insure a minimum (25 cents or more) for each shipment, and in the larger cities, a group of zone rates, say 5 cents per 100 lb. in the section near the freight houses, 10 cents in an intermediate district, and 15 cents for the outskirts of the city.

The situation is further complicated by the fact that an allowance of 5 cents per 100 lb. may be granted shippers as a consideration for delivering their own goods to the freight stations. Because of this arrangement, small shipments may be "wished off" on the contract draymen, while larger lots, which would help to balance the small unprofitable movements, are handled in the shippers' own trucks.

Traders receiving freight in their own trucks are given no such allowance, however. The reason for this is to prevent station expense resulting from accumulated shipments tying up valuable space.

Another provision, which draymen regard dubiously, extends the pick-up and delivery service to long-distance shipments. Merchandise moving more than 300 miles between tariff stations is entitled to the drayage, at either or both ends of the rail journey, for an extra charge of 10 cents per 100 lb. Shippers outside the tariff territory, while they must pay for drayage at origin, can have deliveries made at any tariff station, on the same basis of 10 cents more per 100 lb.

The use of this tariff feature is likely to prove particularly attractive for small shipments, which if handled on a regular drayage rate would take a 25 or 35 cents minimum charge. A 40-lb. package could thus be delivered for a 10-cent drayage charge, but since the contract drayman is paid on the basis of actual weight, his return would be 4 cents, even in places where the 10-cent flat rate applies.

Most railmen feel that the problems which now appear so momentous to the draymen will be solved more or less automatically as all concerned, draymen, railroads, shippers, become more familiar with the tariff.

The future is likely to see more specialization, or fewer draymen, in the larger cities. Why should St. Louis and Kansas City each have twenty-five or more concerns, under contract with the various railroads, when half a dozen could handle the work to better advantage, and in profitable volume, even at present drayage rates? This is the opinion of many draymen, as well as of railroad people. The draymen realize, however, that the freight station business, with its afternoon pick-up peak and its morning delivery peak, must be supplemented by hauling work for other customers.

Merchandise shipments moving under the tariff are bound to increase in volume, the railroads believe. This will help the draymen, even though there is no change in their number.

The railroads are doing their part in attracting the additional tonnage of merchandise freight, it was pointed out. On-line and off-line traffic solicitors, freight agents all over the territory, are calling the tariff to the attention of shippers and receivers. Other improvements in service are being considered. The application of the store-door tariff is being studied by all the lines, with a view to introducing such refinements as faster service, new package-car routes, later closing hours for freight stations.

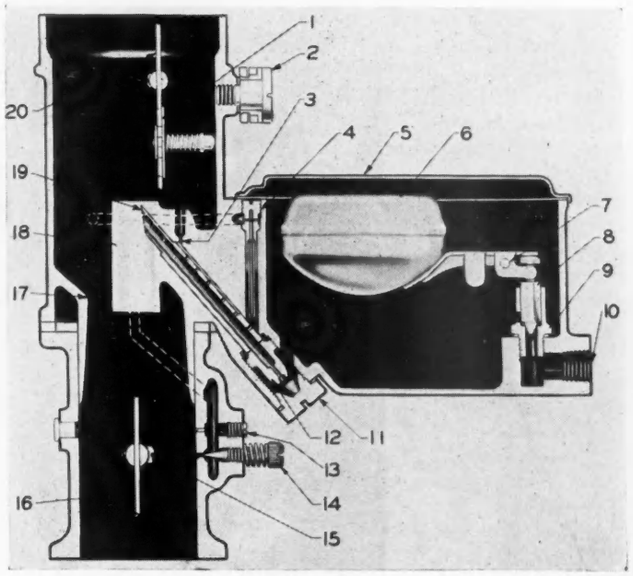
● To Build Large Volume ●

Volume of railroad drayage movements in the larger cities may be augmented by taking over of trapcar movements, for which shippers are now paying an extra charge. In the smaller places the contract work of the draymen may be increased, by having them serve a group of communities, instead of their immediate home towns.

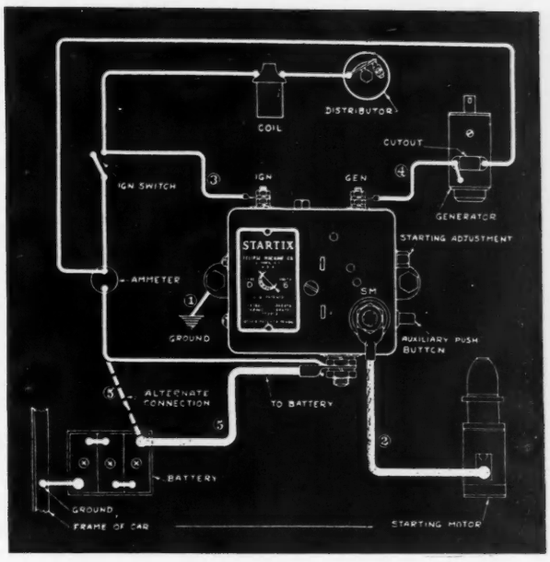
A fast limited-stop service, with the truck used to peddle freight directly to business premises in intermediate towns as well as in places off the main railroad route, has already been introduced by the St. Louis Southwestern. The Cotton Belt's "Blue Streak," advertised as "America's Fastest Freight Train," receives less carload shipments up to 5 p.m. in St. Louis. Drawn by a passenger locomotive at an average speed of 40 m.p.h., the Blue Streak makes seven stops en route to Shreveport, La. At each stop, merchandise cars are dropped off, and their contents transferred directly to waiting trucks owned by the Cotton Belt. Shipments to Memphis, for example, are in the freight car dropped off at Jonesboro, Ark., and are moved by truck the 76 miles over the highway in plenty of time to make deliveries the first thing in the morning.

BENDIX MAKES THREE CONTROLS AUTOMATIC

Works Choke Valve, Clutch and Starter Without Attention



Above—Model E downdraft Stromberg carburetor equipped with automatic choke



At right—Wiring diagram for Bendix Startix which starts an engine with turning of ignition switch and restarts it when it stalls

DRIVERS who sometimes have trouble manipulating the choke with sufficient precision to avoid flooding the carburetor or making it spit will soon be unable to commit these errors. Nor will they be obliged to put foot upon starter pedals at just the right time. And they can hang their left feet outside cab doors or sit on them and forget clutch pedals.

Bendix designers have been devoting their talents to simplifying motor vehicle controls. First, by harnessing intake manifold vaccum they now control the clutch by movement of the accelerator pedal. Second, with a clever arrangement of wiring and relays they tie the starter up with the ignition switch so that the starter urges the engine into action as soon as the ignition is turned on and resumes the urging whenever the engine quits thereafter. And finally they remove all uncertainty about how to jiggle a choke valve by taking away from the driver the power and the need for choking the carburetor at all.

The automatic choke, which requires an offset choke valve in the carburetor, consists of a thermostat, linkage, vacuum piston and safety release lever. The thermostat closes the choke valve when the engine is below 70 deg. and permits it to gradually open until at 120 deg. and above it is wide open. The link which holds the valve closed after the thermostat has closed it is unlocked by the vacuum piston as soon as the engine fires. The Bendix Stromberg Co. has developed a carburetor, series *E*, to be used with the new choke.

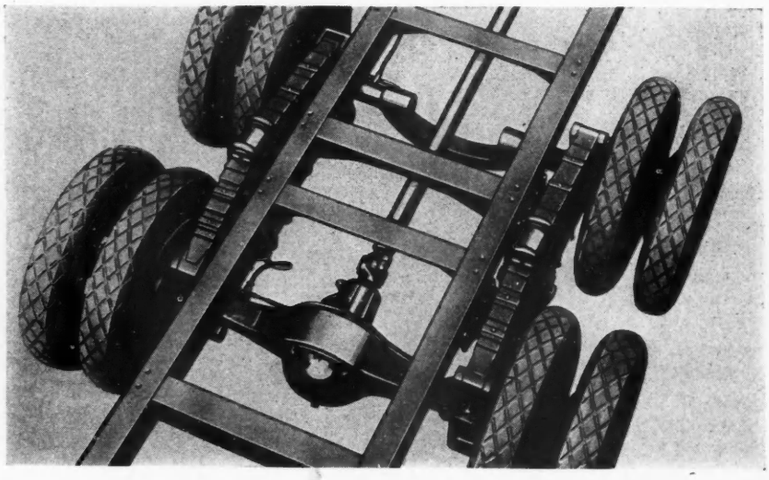
The automatic starter control, designed Startix, is an automatic switch which operates the starting motor as soon as the ignition switch is turned on. All of the working parts are assembled in a metal box to which the wiring is connected. The factory recommends 14 gage flexible wire with waterproof insulation for connection to ground, generator and ignition switch, wires 1, 3 and 4 on the diagram and that No. 1 or 0 gage cable be used for battery and starting motor connections, 2 and 5 in the diagram.

The Startix incorporates a time delay in restarting the engine so that the engine can come to complete rest before the starter is engaged to start it again. Another automatic feature is a thermostatic control which protects the starter and electric system in the event the Bendix pinion sticks in the flywheel teeth and the ignition switch is unintentionally left on. The thermostat then opens the starter circuit after about one minute and the circuit is then opened and closed at intervals until the ignition switch is turned off. This action gives a click which warns the driver to shut the switch off.

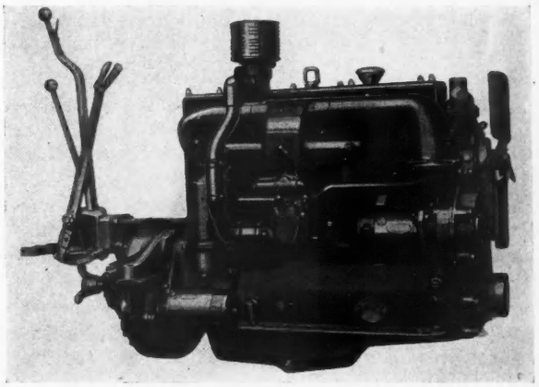
Bendix clutch control units are available for motor vehicles now in use. Although mountings and other details are different for different makes and models the major parts are the same. The clutch is released as soon as the driver's foot is taken off the accelerator. This action opens a valve in a pipe connecting a vacuum cylinder to the intake manifold. Pushing again on the accelerator closes the valve and engages the clutch.

FEDERAL WHITTLES 1½-

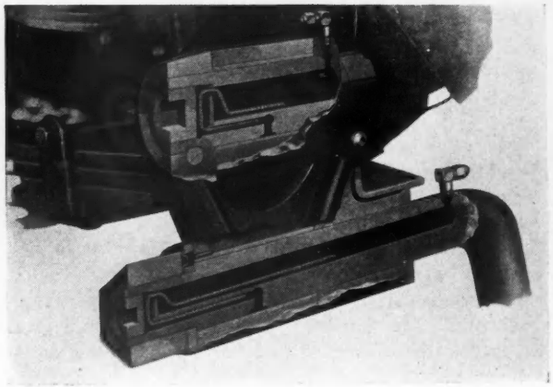
Also Puts High-Traction Differential in Two 5-6-Ton Models and Extends 6-Wheel Two-Wheel Drive Line to 4 Tons



Spring seats of Federal's new six-wheeler swivel and front axle of tandem drops to make way for propeller shaft



Six-cylinder 4⅜ x 4¾-in. overhead valve engines with dual ignition are employed in Federal's new 5 to 6-tonners



Section of Federal patented Reservoil lubrication provided on the spring pins and spring cross shafts on C-7 and 8

TON DOWN TO $695

FEDERAL MOTOR TRUCK CO., out to broaden its line, is doing just that thing. With four new models attached to both ends of its long range, Federal is firmly launched into two highly competitive fields, low price and high capacity. The low-price campaigner is a 1½-ton six priced at $695, which is the lowest truck price ever reached in the history of the company. Besides this low price the dealer discount will be considerably above the average for a truck in this price class. The play for the heavy-duty field has been strengthened by the addition of two new 5 to 6-tonners and one new 4-ton two-wheel-drive six-wheeler, which gives Federal a well-graduated line on the heavy end.

Model E-3, the designation of the 1½-tonner, in appearance and design closely approximates Federal's 1½-ton Model E-2. While engine size, 3⅜ x 4 in., remains the same, 20 per cent more power is obtained largely by stepping up speed 30 per cent to 3400 r.p.m. This faster engine with the slower standard rear axle ratio of 6.375:1 gives better acceleration and high-gear pulling ability. Optional ratios of 5.66:1 and 6.857:1 are available, according to speed and torque required. The 5.66 ratio provides a speed of 47 m.p.h. at 2800 r.p.m. Maximum engine horsepower is reached at 3100 r.p.m.

Featured among the improvements are a chrome-plated radiator, an automatically lubricated fan, full automatic spark advance, fuel feed by camshaft driven pump, dropping of the exhaust pipe at the front of the block to keep heat and fumes out of cab, ventilated clutch housing and a clutch throw-out bearing lubrication extension through toe-board.

Model E-3 is available in four wheelbases 130, 142, 154 and 166 in. The shorter has a single propeller shaft, while two-unit shafts are used on the others. Wheels are of the ventilated disk demountable type with integral rims.

The two new 5 to 6-tonners, carrying a vehicle gross weight rating of 24,000 lb., are identical except for braking systems. Model C-7 is equipped with hydraulic and C-8 with Westinghouse air brakes. These models are improved editions of Models 4C-6A and 4C-6B, which they supersede. Prices remain the same in spite of increased capacity, increased engine size, larger tires, deeper frame fish-plates, more attractive fenders, Federal Reservoil spring lubrication system, etc. The engine is a Continental 20R 4⅜ x 4¾ in. six with dual ignition developing 100 hp. at 2200 r.p.m. The rear axle is a Timken double reduction or worm as formerly but incorporates the new high-traction differential. Axle ratio also has been raised to 7.92:1 from the former standard of 7.6:1. Four optional ratios ranging from 7.08:1 to 11.35:1 are available. For more details on major units see the Specifications Table.

Battery and tool box are located at opposite sides between frame side-rail and running board splasher, with a hinged cover in the splasher. Front spring pins are extended across the frame to form a solid tie. Twin horns are mounted below the head lamps and there is an arched tie-rod between fenders.

The new six-wheel, two-wheel drive, 4-ton truck which is designated as Model A6SW extends Federal's range of six-wheel vehicles into a higher tonnage classification. As the model number indicates, the major units of this new job are the same as incorporated in the 4-wheel A-6 model. Of the two rear axles the rear unit furnishes the propulsion.

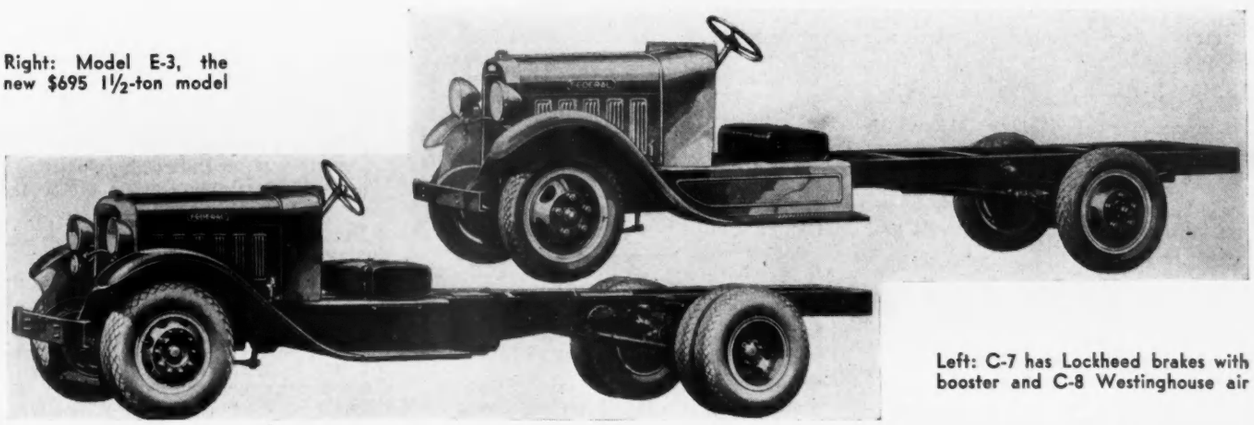
The truck has a gross rating of 18,500 lb. and is powered with a Continental 16C six-cylinder engine and is priced at $2,360 and $2,385 for the 164 and 182-in. wheelbases.

The six-wheel unit used in the new four-tonner is of the general design described recently in these columns with the introduction of the 3-ton Federal six-wheelers. A point of difference, however, is that in the 4-ton truck, the central spring seat, where the two springs on each side are carried at the frame, is of a swiveling rather than fixed type. This change is made to increase the flexibility of the unit, allowing greater vertical movement of wheels, thus permitting the axle unit to adjust itself to large road irregularities.

Trunnion and spring pins in the six-wheel unit are exceptionally large, and are automatically lubricated by Federal Reservoil system at springs.

As on the 3-ton six-wheeler, six-wheel hydraulic brakes are provided. These are 16 in. in diameter and 2½ in. wide, with a vacuum power booster to further decrease pedal effort. Final drive is by bevel gear.

Right: Model E-3, the new $695 1½-ton model



Left: C-7 has Lockheed brakes with booster and C-8 Westinghouse air

AUTOMOTIVE FLASHES

Ford Truck Four?

Whether Ford decides to put six, eight, nine or twelve cylinders in his new model, some four-cylinder model AA trucks will be available early this year. Dealers have been advised that they may expect, and will be expected, to sell trucks, rumors and counter-rumors of a new chassis to the contrary notwithstanding.

Unleashes Service Leasing

Sterrett Operating Service, under which trucks with complete service are leased, has been extended to Baltimore, Md. The operating company is a subsidiary of General Motors Truck Co. and is headed by John A. Sterrett. Fred Fisher is Baltimore manager.

Frozen Food Ranks Expands

Extension of the activities of the Frozen Foods Association of America by the formation of an Equipment Division is announced by H. P. Stuckey, president. The new division has opened an office in the United Artists Bldg., Detroit, and Wm. Jabine has been appointed executive secretary.

Trucking, a Commodity

Transportation is a commodity—whether rail, highway, water or air—and it will be sold by the agency which suits the customer, A. J. Brosseau, president of Mack and vice-president of the N.A.C.C., told members of the Atlantic States Shippers Advisory Board recently.

G.M.T. to Rebuild Engines

Completely remanufactured engines as replacements for truck engines needing overhauls or major repairs is a new plan just inaugurated by the General Motors Truck Co. Orders can be placed through any General Motors unit.

"When Good Fellows—

Chevrolet started early this month a nationwide series of sales meetings which will bring together during the next two months 50,000 salesmen, dealers, bankers and region and central officers. Better management and merchandising are the purpose.

Is it Constitutional?

Arguments on the constitutionality of Texas motor truck law will be heard in United States District Court at Dallas, Jan. 8, with three Federal judges assigned to the case.

I.C.C. to Sleuth

The Interstate Commerce Commission is planning to investigate whether motor, water and air carriers operating in competition with the railroads are receiving direct or indirect government aid. This is part of a general program to determine whether restrictions are warranted.

Still Standardizing

Investigation and study as to what can be done with regard to greater dimensional standardization and interchangeability of major parts is being actively prosecuted by the Motor Transport Advisory Committee of the S.A.E. in association with the Quartermaster Corps of the U.S. Army.

Florida Snips 4,000 lb.

Florida State Railroad Commission announced that motor trucks operating as common carriers under its supervision will be limited to a gross load and vehicle weight of 20,000 lb. The former limit was 24,000.

PERSONNEL CHANGES

✪W. H. Woodin was elected president of the American Car and Foundry Motors Co. at a recent meeting of the board, succeeding C. S. Sale, resigned.

✪Ray A. Long, an old-timer in the automotive industry, has been appointed assistant sales manager of Continental Motors Corp.

✪H. S. Snodgrass was named vice-president, in charge of manufacturing, at a board meeting of the American-LaFrance and Foamite Corp.

✪Wm. H. Zeiler Co., Inc., of Minneapolis, has been appointed FWD distributor for the state of Minnesota.

✪J. C. Compton and W. A. Casey have been appointed general managers of General Motors Truck Co. branches in Philadelphia and Detroit, respectively. Mr. Compton relieves P. E. O'Connor at Philadelphia and Mr. Casey succeeds Mr. Compton at Detroit.

✪Official personnel of the Sterling Motor Truck Co. has been reorganized as follows: Ernest M. Sternberg, president, succeeding R. G. Hayssen, who remains a director; William G. Sternberg and Henry C. Keenan, vice-presidents; Oscar Held, treasurer and also secretary, succeeding Carl G. Hayssen in the latter capacity. The company's sales for year ended October, 1931, were $5,166,000, compared with $7,961,000 in the previous year.

✪J. Lawson Wiggins has joined the Jesse R. Harlan Co., advertising agency, as vice-president, in charge of marketing.

✪L. B. Manning, vice-president, Cord Corp., sees in increase of orders for Lycoming truck engines for January, a demand for trucks and a decided indication of general business improvement.

✪S. G. Mitchell, with Federal Motor Truck since 1913, has been placed at the head of the advertising department as manager.

✪James M. Cleary heads the S.P.A. Truck Corp., Studebaker subsidiary, as president through appointment by A. R. Erskine. Mr. Cleary was formerly vice-president of the truck corporation and domestic sales manager of Studebaker passenger cars.

✪William E. Betts has joined Willys-Overland as sales promotion manager.

PROSPERITY NOTES

$ Employment of the largest force of men since the company started is reported by E. J. Mohr, manager of Gunite Corp.

$ Firestone Tire & Rubber Co. reports net profit for year ended Oct. 31 of $6,028,631.

$ An order of 162 trucks has just been received by the Autocar Co. from the Sanitary Commission of New York City. This is the second large order received from the commission by Autocar this year.

$ Seiberling Rubber Co. reports net earnings of $500,347 for year ended October, 1931. This compares with a net loss of $1,282,098 for the same period last year.

$ A gross profit of a half-million was rolled up by the India Tire & Rubber Co. in first 10 months of 1931, according to W. G. Klauss, president.

$ Employment in the automotive industry in Michigan during November totaled 118,200 against 109,203 in October.

$ The White Motor Co. has placed orders for 13,500,000 lb. of material for use in manufacturing 774 heavy duty trucks ordered by New York City.

On the CREST of the WAVE

Year after year Lockheed Hydraulic Brakes have delivered a quality of service that has won the admiration of a great army of motorists and operators of commercial vehicles.

Year after year certain manufacturers have used Hydraulics as a sensible, low-cost way of appealing to that public belief.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U.S.A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

MORE AFFIDAVITS ON THE SPECIFICATIONS TUSSLE

CONTINUED FROM PAGE 17

For the $486,000 available for flushers, White offered 150 at $3,240; Autocar, 162 at $2,998; General Motors, 131 at $3,709.92; American-La France and Foamite, 118 at $4,118.64; Diamond T, 90 at $5,400; and Mack, 97 at $5,010.30.

Specifications explained that the total load on the dump truck chassis, including the body, might at times exceed 10 tons, and that the flusher chassis must meet all requirements for that of the dump truck.

● Notables Submit Opinions ●

Since the last issue of COMMERCIAL CAR JOURNAL, the encyclopedia of expert opinions on manufactured vs. assembled trucks, which the two Brockway cases have caused to be collected, has been augmented by those of A. G. Herreschoff, chief truck engineer of Dodge Brothers Corp., and L. M. Viles, president of the Buda Company, on the side of the assemblers; and B. B. Bachman, vice-president and chief engineer of Autocar, three New York fleet operators, and Dr. William Schroeder, Jr., chairman of the New York City Sanitary Commission on the side of the manufacturers. Robert F. Black, president of Brockway; A. F. Masury, chief engineer of Mack; Arthur J. Scaife, consulting engineer of White; Elmer C. Goodwin, Department of Sanitation engineer, and Nelson C. Rosenbaum, of the city's legal staff, all of whom submitted affidavits in the motor broom case, presented additional material in new affidavits in the dump truck case.

Mr. Herreschoff of Dodge Brothers, after stating his company "manufactures and sells the fourth largest number of commercial cars of all companies of the world," listed the following items "usually purchased by all truck manufacturers," whether making the so-called "manufactured" or "assembled" type of truck:

Engine: crankshaft forging, connecting rod forgings, valves, valve springs, piston castings, piston rings, carburetor, air cleaner, fuel pumps, gaskets, distributor, spark plugs, wiring, tubing, fan belts, anti-friction bearing, generator, starter, clutch facing.

Transmission: gear forgings, anti-friction bearings, oil seals.

Propeller shaft complete: propeller shaft center bearing, propeller shaft center bearing oil seals.

Rear axle: ring gear forgings, all anti-friction bearings, oil seals, brake lining.

Front axle: I-beam forging, all bearings, oil seals, brake linings.

Steering gear: purchased complete in many models.

Frame: frame side rail pressings, frame cross-member pressings.

Wheels: purchased complete.

Rims: purchased complete.

Tires and tubes: purchased complete.

Miscellaneous items purchased: steering wheel, lamps, instruments, radiator, radiator hose, muffler, ignition coils, road springs.

Mr. Herreschoff went on:

"The quality of the finished product is more dependent upon coordinated engineering than upon the geographical location of the manufacturers of the various major units."

Mr. Viles of the Buda Company, in describing how his company is equipped to cooperate with purchasers of assembled vehicles powered with Buda engines, pointed out that the company has authorized 37 service stations throughout the United States. Since 1922, he pointed out, the company has furnished engines for taxicabs in New York City, and there are now 10,000 cabs equipped with these engines on the streets of New York.

Mr. Masury, of Mack, covered much of the same ground as in his previous affidavit, and also said:

"The companies producing assembled vehicles usually gather together the respective units in some abandoned plant, and manufacturing, as they describe it, is accomplished by putting together these outside purchased parts by monkey wrenches and screw drivers. This, of course, calls for very little investment of capital and very little stability of any nature for the assembler to get started and the transient business life of such assembled truck manufacturers is the result.

● Cites Mortality Figures ●

"The history of the automotive industry indicates, from information gathered from the Thomas Register of American Manufacturers and current trade publications that of the assemblers who were in business in 1917, only 68 survived until the year 1922-23, indicating a mortality in a period of five years, of 31 per cent. Of the assemblers originally in business in 1917, who still remained in business in 1930 and 1931, the number dwindled to 43, indicating a mortality, within 13 years, of 56 per cent.

"In regard to the status of a manufacturer of a sub-assembly, such as a motor, it is often thought in a layman's mind that the motor is just one motor on which the manufacturer can concentrate his efforts, and as an instance, I bring up the Continental Motor, where it is admitted that this is a good motor, and is put before the public as such. This particular concern got to manufacturing so many different kinds of motors, that they found it necessary to brand one as 'Red Seal' motor, in order to bring to the public's mind that this was the best motor they made. They have become practically less of a specialist in motor building and manufacture than the so-called truck manufacturer who usually has only three or four models in his factory at once."

● Scaife Adds to Views ●

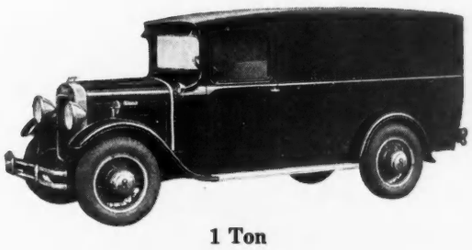
Mr. Scaife, of White, reviewed much of his previous material, and went on: "Reference has been made that the manufacturers of trucks do not make all of the various parts. It is true that they do not make the accessories such as tires, spark plugs, indicating mechanisms, gages, etc., but they do manufacture the principal units used in the power plant that have to do with propelling the vehicle."

Mr. Bachman, of Autocar, submitted: "The assembler plays a relatively small part in the manufacture of the truck. The main function performed is selling. As an indication of this, the comparison of the item of plant investment is informing." Mr. Bachman then contrasted the investment for plant of three manufacturers, $39,104,092, with that of three assemblers, $3,709,547.

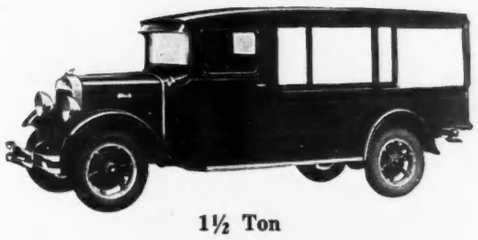
"The figures quoted," he continued, "are for the largest assemblers, but there are many concerns who use exactly the same units, who do not have any but the most meager equipment. In the truck field for heavy duty vehicles, the larger purchasers, with one possible exception, have bought and are continuing to buy the product of the truck manufacturer, although it is higher priced than that of the assembler."

Dr. William Schroeder, Jr., chairman of the Sanitary Commission: "It will be observed that an assembler bid on said opening, and that said assembler was higher on every one of the three items than any of the manufacturers who bid. This is ample evidence that the city of New York is obtaining, upon these specifications, trucks which are less in cost than that of the assembled class, to which plaintiff corporation belongs. The Department of Sanitation itself has at the present time 2400 motor vehicles, of the manufactured type, as compared with only 30 of the assembled type."

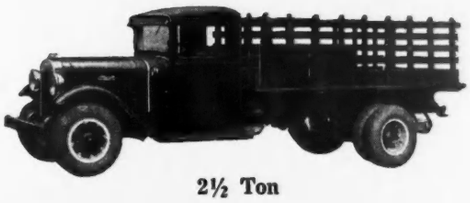
The 1932 Stewarts will Astound Truckdom



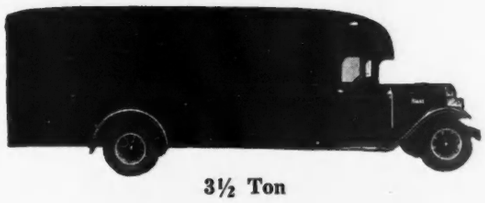
1 Ton



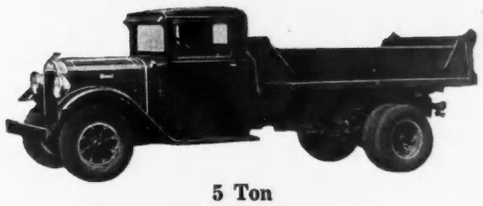
1½ Ton



2½ Ton



3½ Ton



5 Ton

Tractor and Trailer

A Big Money Making Opportunity for Truck and Passenger Car Dealers

For 19 years Stewart has built quality trucks to sell at moderate prices — the new Stewarts surpass all previous achievements.

Handsomer than ever in appearance — more rugged, more powerful — the 1932 Stewarts are marked by improvements in engineering principles and design that place them at the top of all truckdom.

See them at the New York Show and you'll realize why they will prove big profit producers for truck or passenger car dealers.

The amount of money necessary to handle the Stewart line is astoundingly small. Dealer discounts are extremely liberal.

Thousands of Stewarts are in use in 600 American cities and 86 foreign countries.

Thousands more will be sold in 1932. See the Stewart Exhibit. Examine Stewart improvements.

Write or wire for complete information, catalogs, prices and discounts.

15 Models—57 Wheelbases 1 to 7 Ton—
$695 to $6190—6 and 8 Cylinder Motors

Stewart
MOTOR TRUCKS

STEWART MOTOR CORPORATION
BUFFALO, N. Y.

See the Big Exhibit of 1932 Stewarts

New York Auto Show—January 9th to 16th
Buffalo Auto Show — January 16th to 23rd
Chicago Auto Show — Jan. 30th to Feb. 5th

See the New 8 Cylinder Models at the Show

DAIRY MEN IDOLIZE TRUCK REFRIGERATION

CONTINUED FROM PAGE 25

house-to-house delivery, but still more intriguing, is coddling it. Like adolescent swains, operators foregathered at every display in their enthusiasm to study each little detail and new feature promised by refrigeration.

Users of refrigerator equipment are no longer content with just a body. They accepted the utilitarian idea of cold transportation a few years ago. What they want today is more cold transportation but with greater operating efficiency. That manufacturers sensed this demand was plainly demonstrated. Exhibits gave evidence of better engineering and stressed such advantages as lower maintenance and operating cost, greater pay-loads on smaller chassis, automatic operation, thermostatic temperature control and appearance. These advantages have been made possible by lighter body construction; careful insulating; efficient use of refrigerants; improvements in design and reduced weight of mechanical refrigerating units; combinations of gasoline engines or power take-offs and house-current motors; larger lines of models to meet every capacity and service requirement, etc.

Besides a great advance in body design 1931 marked the introduction of two entirely new methods of indirect cooling by solid carbon dioxide, in one case by controlled radiation, in the other by condensing a gas.

● Controlled Radiation ●

The controlled radiation system of cooling was developed by Fitz Gibbon & Crisp, Trenton, N. J., and is known as Icefin Refrigeration. A cube of solid carbon dioxide is placed in an insulated reservoir built into the roof of the body. The under side of the reservoir is part of the ceiling of the refrigerator compartment. The ceiling, which is a plate of special conductor metal, carries heat from the compartment to the refrigerant. Since the heat is conducted only to the under surface of the refrigerant, as the four sides and top of the reservoir are insulated, the refrigerant evaporates down with a constant cross-section. Temperature is controlled by inserting one or more insulated pads underneath the cube. Decreasing or increasing the number of pads raises or lowers the temperature in the compartment. By locating the reservoir in the ceiling the loading space is free of any obstruction.

Arti-Matic is the name of the condensation system developed by the York Ice Machinery Corp., York, Pa., and incorporated in a York-Hoover refrigerator body. In this system solid carbon-dioxide is placed in a compact condensing compartment built in the upper right side of the body and entered from the outside. A refrigerating gas, methol chloride, is placed in a closed cycle flowing from the condensing compartment to the evaporator. Temperature can be maintained between 5 deg. and 40 deg. above by a control valve and thermostat accessibly located.

● New Refrigerating Units ●

Additional evidence indicative of the strengthened position and possibilities of refrigerated motor delivery, in the opinion of equipment manufacturers, are two new refrigerating units that appeared at the show for the first time this year and substantial rumors that another well-known producer will shortly enter the field with a special truck unit. The two new entrants are Kelvinator and Copeland. The unofficial rumor points to G-E. Frigidaire was well represented in its own booth as well as in the trucks of a number of other exhibitors, and the Servel unit was displayed in the Hercules body exhibit.

Available in various models and capacities, these units, operated electrically from power derived through a power take-off assembly or independent gasoline engine while on the road and by electric motor when garaged, incorporate many individual features of design as well as mounting and hook-up of drive. The Kelvinator, which has a speed control of power take-off, embodies the "floating power" idea. All units of the system are flexibly mounted so as to sway freely with the body and chassis. The Copeland unit is compactly assembled, all units, including gasoline engine and compressor, being housed in a case for mounting under one side of the body.

● Many Bodies Displayed ●

Practically every truck and body exhibitor had one or more models of mechanically refrigerated units on display. General Motors Truck showed one of its large chassis furnished with an ice-cream body equipped with a Frigidaire compressor driven by a Novo radiator-cooled, twin-cylinder engine supplied by independent fuel tank. Temperature in this job was controlled manually through thermometer on dash. Another model showed the refrigerating unit driven by a T&J Vari-Speed generator, which is powered from the truck engine by power take-off. This generator produces a constant voltage regardless of engine speed.

Batavia Body Co., Batavia, Ill., displayed a custom-built body of large capacity also equipped with a Frigidaire unit and T&J generator. In this unit, however, temperature is controlled manually by day and automatically by night. Any of its compartments may be cut out when not in use. Light weight with a corresponding reduction in weight is a feature.

By limiting the total weight of its mechanical equipment, which includes motor, gasoline engine, compressor, evaporator and accessories, to 500 lb. the Meyer Body Co., Buffalo, N. Y., mounted a 340-gal. ice-cream body on a 1½-ton chassis. Besides the usual controls, this unit also embodied a special switch to prevent both driving units, gasoline engine and motor, from being operated at the same time. All parts of the plant are removable as well as the evaporator coils, which only take up 3½ in. of head-room in the refrigerator compartment.

Included in the large line of refrigerator bodies displayed by Hercules Products, Evansville, Ind., was a 300-gal., two-compartment model equipped with a Servel mechanical refrigerating unit automatically operated by a motor and gasoline engine. Operation is controlled by a starting motor connected in series with a temperature control which automatically starts and stops the engine at predetermined high and low temperature limits. Gasoline is supplied by vacuum from the truck tanks.

● Other Firms Represented ●

The Autocar and White companies had large displays of their contribution to the ice-cream and dairy industries showing all the latest developments in refrigeration equipment in various body types and sizes as well as in methods of refrigeration. The following companies were also well represented with special jobs: American Car & Foundry Co., Anheuser-Busch, Inc., Consolidated Equipment Corp., Joseph Miller Co., John Guedelhoefer Wagon Co. and Wisner Mfg. Co. Attractive appearance characterized all the bodies, giving evidence of careful attention to such details as graceful lines, color effects, attractive fittings, Hansen hardware, etc.

The latest in house-to-house vehicles was to be seen at the show. Eight different makes were there. Two were electric drive, Walker and Ward; one gas-electric drive, Thorne; and five conventional gasoline engine drive, Divco, White, DeKalb, Ford and Twin Coach.

DRAMATIC PROOF
of the extraordinary reliability of the Ford Truck

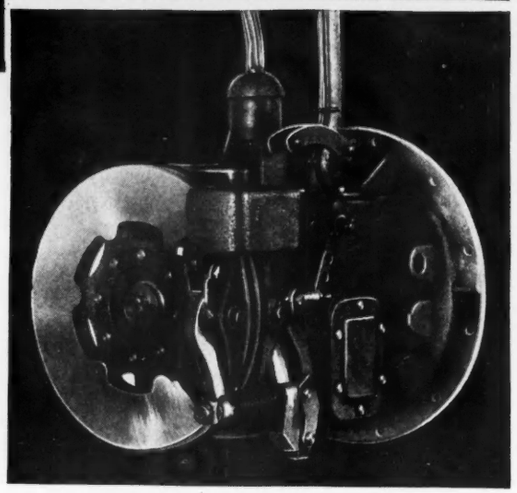
ON A ROAD improvement project in the mountains of Kentucky, sand and gravel are taken from the river bed, and loaded into dump trucks. The trucks have to run in the river for some distance before reaching a 14% grade, up which they must pull, loaded, to the highway.

When the work started there was but one Ford in the contractor's fleet. That performed in such an extraordinary manner that more were ordered, and today out of twelve trucks in this service, nine are Fords. One of them at the end of six months had a repair bill of only fifteen cents.

Such conditions of service are most unusual, and the fact that the Ford truck can stand them triumphantly, and win the preference of the operator, is significant to every truck owner, in the cities as well as in the country. Let your Ford dealer demonstrate the Ford truck that will lower your hauling costs. In most principal cities there are centralized exhibits of these units.

Ford

CAN YOU STOP ?



Two or four fan-shaped brake shoes compress against a forged steel air-ventilated disc.

The Tru-Stop Brake is self-equalizing. Natural lining wear is quickly and easily taken up. Relining is simply a matter of replacing the brake shoes. Adjustment or replacement, if necessary, can be made by any driver, any time.

● Safe high speed operation demands a powerful reserve brake . . . an emergency brake that can be depended upon should service brakes prove inadequate for any reason . . . an emergency brake that will alone handle the load should service brakes fail entirely.

Truck and bus manufacturers realize this need more and more each year, due to higher speeds of all vehicles and greater road congestions. That is why leading makes of trucks and busses come equipped with Tru-Stop Emergency Brakes . . . why practically every other manufacturer includes Tru-Stop Brakes as optional equipment . . . and why every standard-make transmission has provisions for mounting Tru-Stop Brakes.

Specify Tru-Stop Emergency Brakes for your next trucks and busses.

AMERICAN CABLE COMPANY, *Inc.*
Automotive Division
BRIDGEPORT, CONNECTICUT
3-111 General Motors Building
Detroit, Michigan

An Associate Company of the American Chain Company, Inc.

ACCO
A.C.

TRU-STOP
A REAL EMERGENCY BRAKE

RELAY

NEW HEAVY DUTY MODELS For 1932

NEW RELAY Models for 1932 offer even greater advantages in POWER, TRACTION, FLEXIBILITY, and SHOCK-CUSHIONED CONSTRUCTION; which is important to dependable and economical service in ROAD BUILDING operations.

Driven by more powerful engines, and transmitting the power to the wheels through a newly designed FIFTEEN SPEED TRANSMISSION, and the RELAY SUSPENSION DRIVE, these new HEAVY DUTY RELAY TRUCKS challenge the most severe tests.

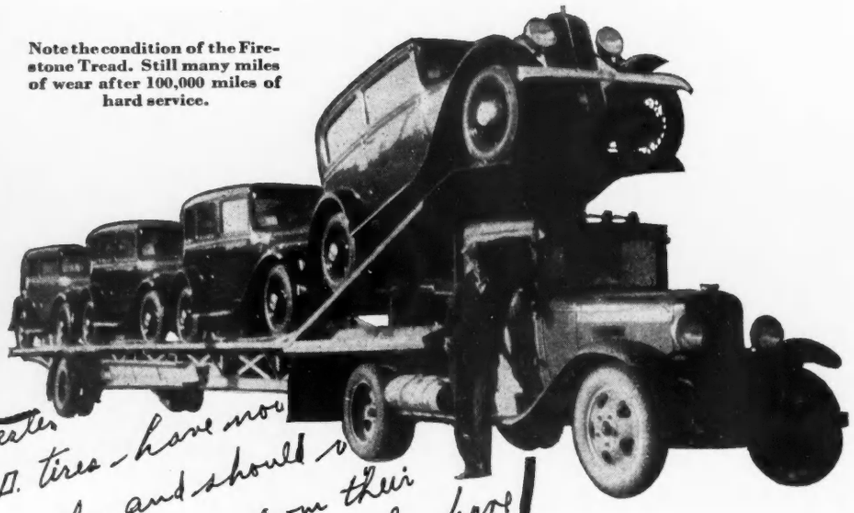
The fundamental consideration in the design of the new RELAY Models 230 (5 ton) and 240 (7½ ton), has been to provide SPEED and AMPLE POWER with RELAY ECONOMY and DRIVER COMFORT, in HEAVY DUTY UNITS.

You are cordially invited to inspect these new Models at our Exhibit in Detroit, January 11-15, at the meeting of the American Road Builders Association. If you are unable to attend this exhibit, write us for detailed specifications on 1932 RELAY Models.

RELAY MOTORS CORPORATION
LIMA . . . OHIO

100,000 MILES!

and on the Original Air



Note the condition of the Firestone Tread. Still many miles of wear after 100,000 miles of hard service.

I feel you will be interested in the condition of a set of 34x7 Firestone H.D. tires I have now on my truck. They have approximately 100,000 miles and should run for at least 15,000 more judging from their present appearance. The tires on the trailer have the original air in them today.

LISTEN

to the ***Voice of Firestone*** *Every Monday Night Over N. B. C. Nationwide Network.*

LOOK at these tires. They've never been off the rims—still running on the original air. Their non-skid tread is not yet worn smooth . . . But actually they've gone 100,000 miles! And the owner, Fred L. Putnam, of Antwerp, Ohio, says they look good for 15,000 more.

Every day brings us new records of Firestone Tire mileage—records that mean real economy to countless truck owners. YOU can enjoy that same economy, too, by equipping your trucks with Firestone Gum-Dipped Tires, backed by Firestone Service. Talk with your nearby Firestone Dealer. He'll show you in a few minutes how Firestone Tires will save you actual cash—as well as costly delays.

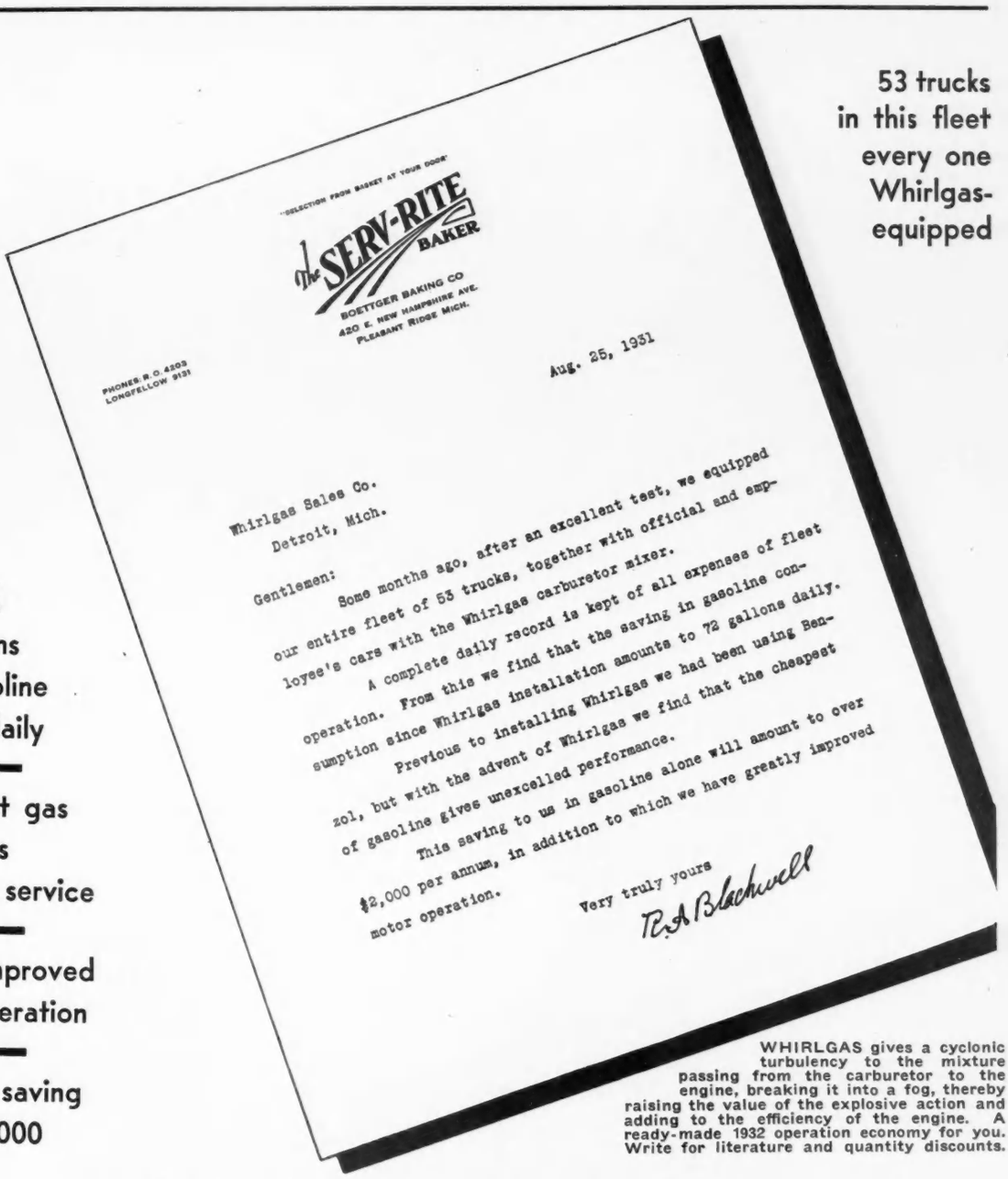
Firestone GUM-DIPPED TIRES

BATTERIES « « RIMS « « BRAKE LINING « « SPARK PLUGS « « ACCESSORIES

SHOW ME THE FLEET OPERATOR WHO

ISN'T INTERESTED IN RESULTS LIKE THESE . . .

53 trucks in this fleet every one Whirlgas-equipped



"SELECTION FROM BASKET AT YOUR DOOR"

The SERV-RITE BAKER

BOETTGER BAKING CO
420 E. NEW HAMPSHIRE AVE.
PLEASANT RIDGE MICH.

PHONES: R. O. 4203
LONGFELLOW 9131

Aug. 25, 1931

Whirlgas Sales Co.
Detroit, Mich.

Gentlemen:

Some months ago, after an excellent test, we equipped our entire fleet of 53 trucks, together with official and employee's cars with the Whirlgas carburetor mixer.

A complete daily record is kept of all expenses of fleet operation. From this we find that the saving in gasoline consumption since Whirlgas installation amounts to 72 gallons daily.

Previous to installing Whirlgas we had been using Benzol, but with the advent of Whirlgas we find that the cheapest of gasoline gives unexcelled performance.

This saving to us in gasoline alone will amount to over $2,000 per annum, in addition to which we have greatly improved motor operation.

Very truly yours
R. A. Blackwell

72
gallons
of gasoline
saved daily

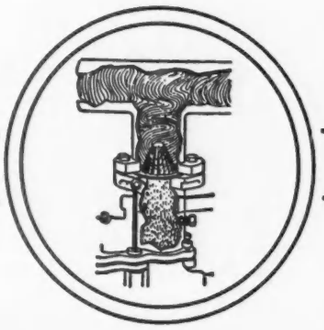
Cheapest gas
gives
unexcelled service

Greatly improved
motor operation

A yearly saving
of $2000

WHIRLGAS gives a cyclonic turbulency to the mixture passing from the carburetor to the engine, breaking it into a fog, thereby raising the value of the explosive action and adding to the efficiency of the engine. A ready-made 1932 operation economy for you. Write for literature and quantity discounts.

WHIRLGAS SALES COMPANY



7237 East Jefferson Ave. — *Detroit, Michigan*

Published in the interests of those who manufacture, sell or use motor trucks and dumping equipment.

The WOOD
BRANCHES AND DISTRIBUTORS IN PRINCIPAL CITIES
WOOD HYDRAULIC

VOL. VI JANUARY

Cincinnati Standardizes on WOOD Equipment—

Cincinnati's new Waste Collection fleet. Wood bodies and hoists mounted on GMC chassis.

WHEN you decide your old shoes have served their last step and you throw them in the ash can along with last week's papers and the broken alarm clock, you are contributing to a problem that causes much concern to city officials.

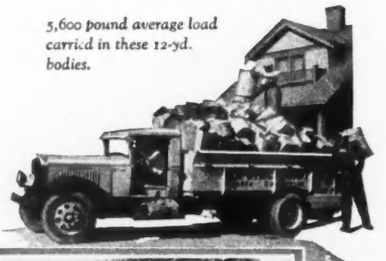
To maintain public health and civic appearance, a city's rubbish must be collected and disposed of in as rapid and unobtrusive a manner as possible.

Mr. William Ellis, in charge of Cincinnati's Waste Collection Department, this year developed a system which is attracting wide interest among municipalities.

With $205,000 to spend for necessary equipment, Mr. Ellis framed a plan involving the use of a fleet of dump trucks equipped with Wood hoists and bodies, built to his own design. So efficiently have they been serving, according to Mr. Ellis, that they have been adopted as standard by the city.

Special requisites for waste collection equipment are speed and appearance. From pick-up points to any of Cincinnati's three incinerators means a haul of from 3 to 6 miles through city streets. Each truck, according to Mr. Ellis, will average 35 miles per day. It is vitally necessary to clip minutes and just as important that townspeople be not offended by repulsive, unsanitary carriers.

The Wood bodies, trim and white-painted to begin with, are cleaned with hot steam under pressure each afternoon. Bacteria are thereby destroyed, and objectionable odors and stains eliminated. On Cincinnati's streets they present an appearance fully matching that of any commercial vehicle. Drivers are given permanent assignments to certain trucks and are held personally re-



5,600 pound average load carried in these 12-yd. bodies.

Three more Cincinnati units. Wood 3 cu. yd. bodies and hoists on Studebaker chassis.

HOISTER

HOIST & BODY CO...DETROIT

1932 NO. 1

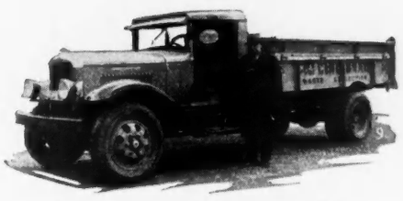
Fountain Square, Cincinnati

sponsible for the truck's condition at all times.

Special body features, recommended by Mr. Ellis, make for extremely efficient performance. All bodies are mounted low on the truck chassis, and the larger-sized ones have flared, hinged sides—to effect easy, rapid manual loading. "D" rings are spotted two feet apart on all sides, for attaching tarpaulin sheets over the loads.

Two sizes are used, according to the density of the population in the areas they serve. The larger, measuring 12 feet by 7 feet by 30 inches, are mounted over F4 hoists on GMC chassis. The designed capacity is 12 cubic yards and the usual load, according to Mr. Ellis is 14 yards of about 400 pounds per yard.

Smaller bodies, measuring 8 feet by 6 feet by 20 inches, are mounted withF1C hoists on Studebaker chassis.



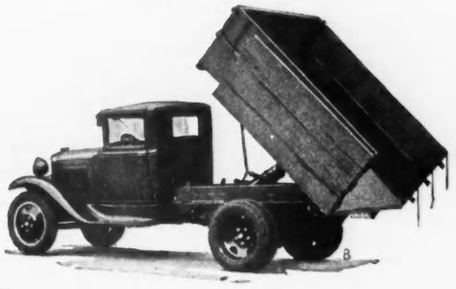
Mr. William Ellis, head of Cincinnati Waste Collection Department.

Special Rubbish Dump Body

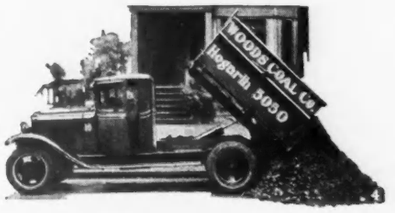
The 5 cu. yd. body pictured below, has stirred up interest among a group of contract haulers engaged in rubbish collection for the city of Detroit. Several orders have already been filled and inquiries are coming in from many outside points.

The equipment is built for 1½ ton chassis and consists of a steel body equipped with hinged wooden extension sides and wooden tail-gate. The latter swings to either side, leaving the rear end open, which speeds up dumping time, particularly where light, bulky loads are handled.

Dimensions of body shown are 8′ x 6′ x 33½″. A good dumping angle is provided with the Wood D6 hoist.



The New D6 Scores Heavy Sales

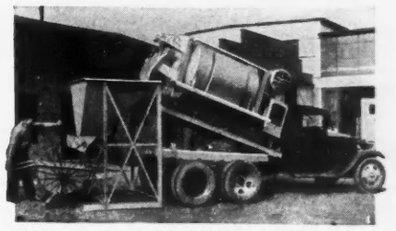


D6 hoist with C6—75 cu. ft. coal body and 45 cu. ft. top box, on a Chevrolet. Capacity 2 tons coke, 3 tons coal.

From all types of users and from all sections of the country orders are being reported for the new D6 hoist — the heavy duty unit for 1½ ton chassis.

Massive hinges, shafts and piston, a six-inch cylinder bore, full size oil pump all spell ability to safely handle loads far exceeding the rated capacity of the chassis for which it is intended.

A 2 cu. yd. Jaeger mixer mounted over a Wood F4C hoist, on an International Harvester truck. Wide distribution of mix is permitted with mixer raised from 33″ to 35″ above normal position.



A 1½ cu. yd. Jaeger and an F2C Wood hoist, on a Ford truck. Discharging into ground hopper.

Rear End Lift Chutes Concrete

Products of two industrial pioneers are being united at Columbus, Ohio.

At its introduction, the Jaeger truck mixer, like the Wood hydraulic hoist which preceded it some 15 years, represented not only a new product but a new idea.

Now the courses merge and we have Wood underbody hoists adopted for mounting with Jaeger truck mixer and agitators.

An 8 foot elevation of the discharge end is accomplished. This increases the spouting area by 75%, allowing full width coverage of alleys, road shoulders and parkways.

Foundations or other forms can be reached from distances beyond the accessibility of ordinary truck mixers. Also discharge can be made into ground hoppers, which eliminates truck delay at the job.

H. J. Reynolds, manager of Truck Engineering Corporation, Wood's Columbus dealers, supervised the first Jaeger-Wood installations.

The Jaeger-Wood combination can be mounted on any standard type of truck equipped with power take-off opening.

La Benne Wood will serve France

Production begins this month in the new Wood factory, La Benne Wood, erected at Puteaux, Seine, France. Mr. Paul Bernard, who has represented Wood equipment abroad for many years, is General Manager of the new organization. Wood's complete line of hoist and dump body equipment will be manufactured.

WOOD
HOISTS & BODIES

1932 *will not be here again!*

BUSINESS WILL BE WHAT YOU MAKE IT

◆

A new dawn breaks across the horizon. The long, bright shafts of the early morning of Nineteen Thirty-Two pierce the gray unprepossessing sky of yesterday's year.

Ahead of us is a new situation...a new outlook on business...a future great in expectancy.

◆

For more than a full-rounded quarter of a century Raybestos of Bridgeport has faced the unturned page of each New Year's calendar firm in the conviction that its business virtue would be amply rewarded. As each succeeding year has given way to the new, our records have disclosed a broadening of our friendship in many quarters and a widening of our service unto many lands and to many people.

Our policy, throughout this long epoch, has been simple and direct. We have steadfastly adhered to the undeviating principle of always making our product as good as human minds and hands, coupled with scientific research, could enable us to do so.

Today, on every hand, the name "Raybestos" is everywhere given as the understandable synonym for high-grade brake linings.

To have arrived at such a position is not the result of an untoward accident, nor is it by the chance or machination of some fortunate circumstance. Rather it is this unrelenting policy of always making the highest character of product which has given Raybestos this leadership.

Through all the contested years, in all businesses, quality has ever remained triumphant. There is no reason to believe that there will now be a recession. These last few years have been filled with the idea of substitution and succumbing to inferior products in the vain belief that they might prove to be more economical.

Raybestos brake-linings may cost more than others. But to you, a commercial car operator, comes the satisfaction of knowing that you have installed the best of product and that insistence on Raybestos is invariably the greatest form of economy.

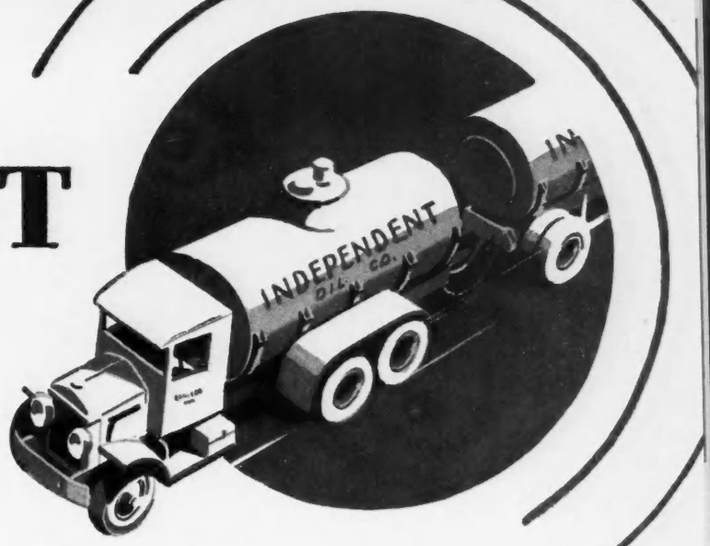
Our plans for this momentous year of 1932 include a most modern and instructive talking moving picture. It will give you a clear and fully understandable reason why Raybestos holds the position of eminence.

Bookings are now being made for this unusual picture...we will be pleased to inform you of the dates of showings in your territory.

Write us this simple message, "Please tell me about Raybestos." We will quickly respond.

THE RAYBESTOS DIVISION
of Raybestos-Manhattan, Inc.
Bridgeport, Connecticut

WHAT ABOUT TRAILER BRAKES?



Brake-less trailers are rapidly being legislated out of existence—where they have not been forced out by sheer weight of economic common sense.

Your problem as a trailer operator immediately becomes clear cut—

How can I save from the scrap-pile my fleet of trailers which are an important source of income, and which are in good physical condition, except that they have no brakes?

This vital question has been answered for you.

Five strong companies — their names spell BRAKE HEADQUARTERS — have pooled their immense engineering resources and their unsurpassed fund of practical field experience; and have focused these facilities on solving this acute problem.

This practical solution and how you may avail yourself of it are set forth in the following pages.

●

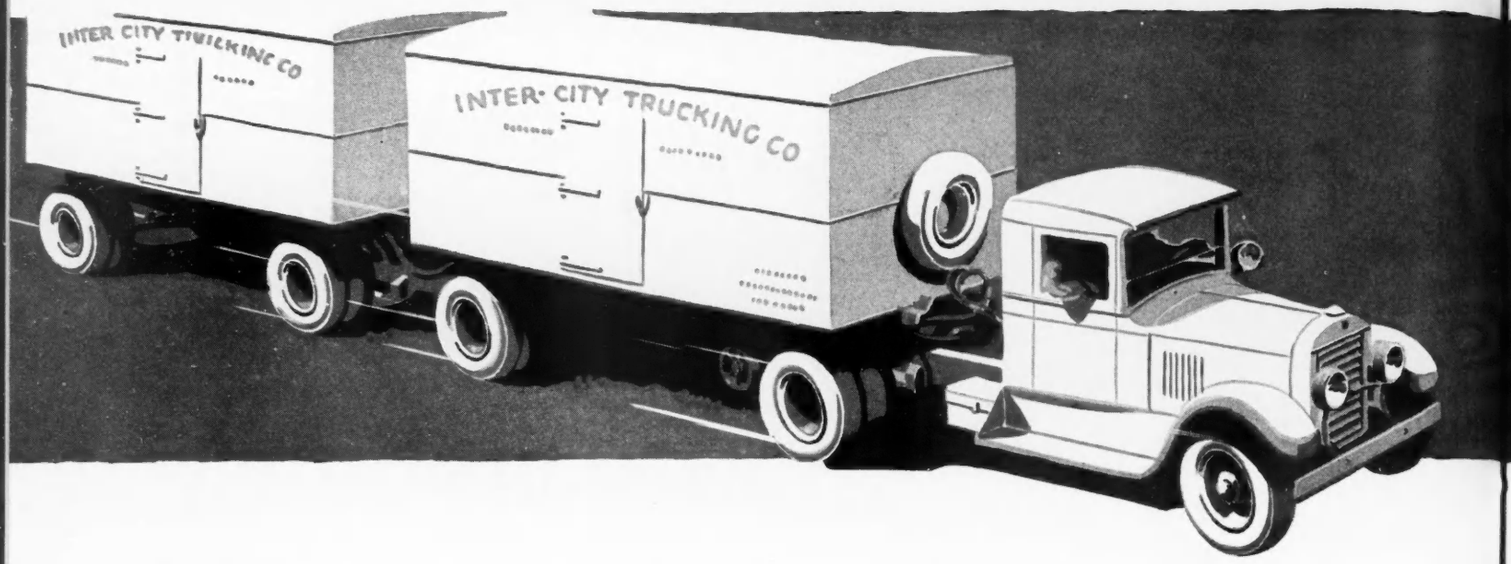
BENDIX BRAKE COMPANY

BENDIX-WESTINGHOUSE AUTOMOTIVE AIR BRAKE COMPANY

BRAGG-KLIESRATH CORPORATION

HYDRAULIC BRAKE COMPANY

THE TIMKEN-DETROIT AXLE COMPANY



GOOD brakes are an *engineering* job. They are also an *axle* job. And trailer brakes are specifically a *power-brake* job.

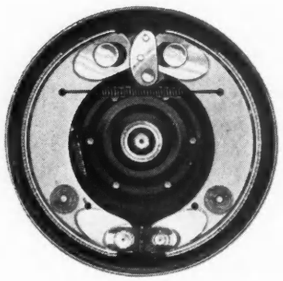
These facts considered, there is one way only by which a good, properly engineered braking system can be put on a trailer — and that is by *changing the axles;* by putting under that trailer an axle or set of axles fully equipped with correct brakes.

Such axles can now be had; a complete line— Timken Trailer Axles.

It is not "Can I afford to do this?" but "How can I afford *not* to?"

Timken Trailer Axles are offered at prices which make it wholly practicable and economically advisable to convert your present brake-less trailers into modern, fully equipped transport units, answering every legal requirement. These axles are also readily obtainable on new trailers, by specifying them.

Timken Trailer Axles are built for all sizes and types of trailers. They are *good* axles— the kind you expect of Timken. Axle centers are properly designed to withstand braking torque. Spindles and bearing seats are held to closest limits — precision jobs. Effective oil seals retain hub lubricants; and oil-deflectors prevent excess lubricant from reaching the brakes.

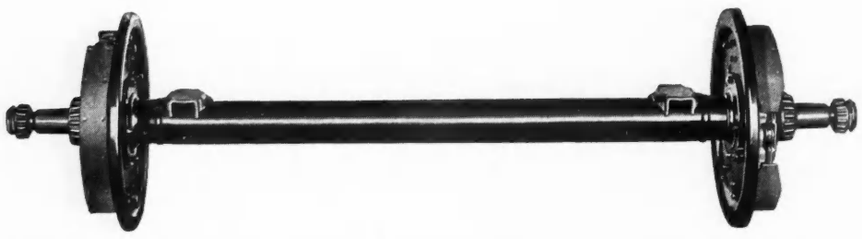


Bendix Duo-Service Brake

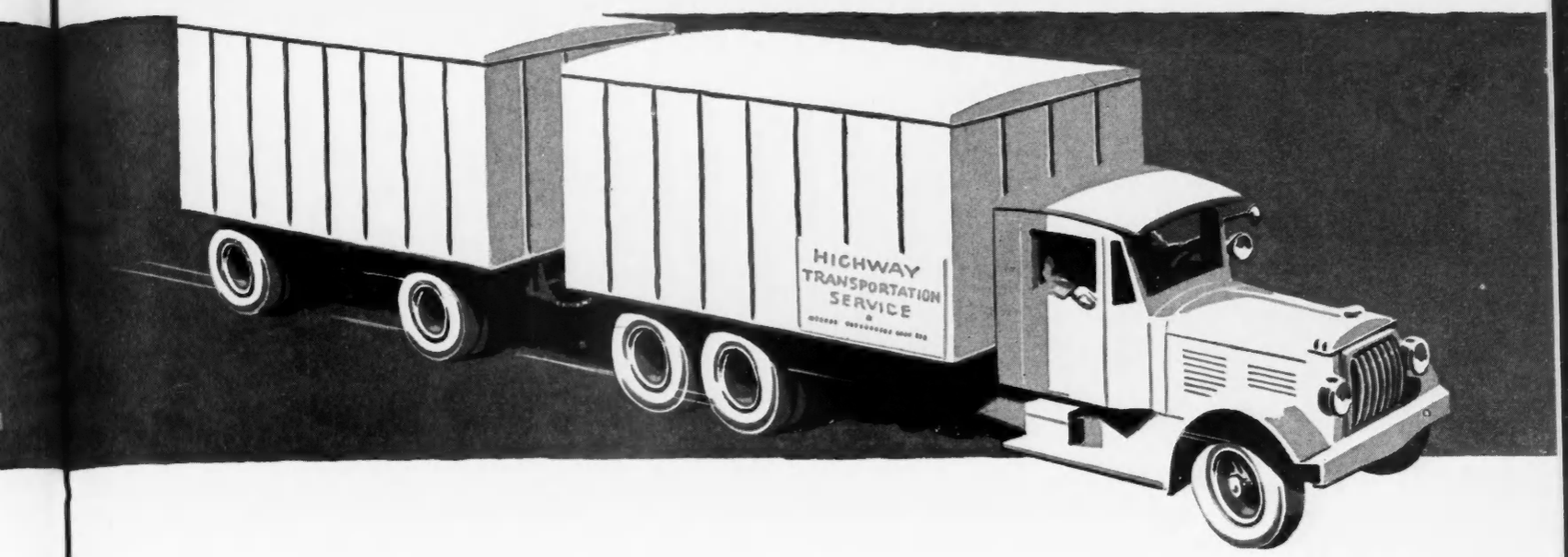
Brake equipment is of any type desired: Bendix Brakes with cable and conduit controls; Lockheed Hydraulic Brakes; or Timken Brakes. Power application is optional — Bendix-Westinghouse Air Brakes and Controls; or B-K Vacuum Power Brakes.

Correct field installation

The interest of the strong companies cooperating in this announcement is obvious — *to insure correct field installation of brakes on trailers now in service;* and to make such conversion simple and economical.



Timken Trailer Axle with Lockheed Hydraulic Brake, ventilated type (left) and Bendix Duo-Service Brake (right)



You are definitely assured of correctly engineered brakes; as opposed to the uncertainties, the *probabilities* of inaccuracies and failures which must be inherent in any "blacksmith-shop" methods and attempts to install power brakes.

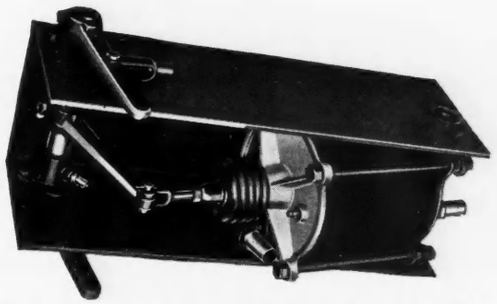
Controlled distribution

Timken Trailer Axles for field installation will be distributed solely by the authorized distributors of Bendix-Westinghouse Automotive Air Brake Company and Bragg-Kliesrath Corporation. This policy was decided upon as a means of protecting trailer operators; to guarantee that brakes shall be correctly installed and "engineered to the job."

Lockheed Hydraulic Brake ventilated type

Bendix-Westinghouse and Bragg-Kliesrath offer the services of their regular corps of field engineers —to survey your fleet; act as your brake consultants; and see to it that your conversion program will meet the most rigid performance requirements of actual operation. You are in this way assured of power brake installations which are technically and mechanically correct.

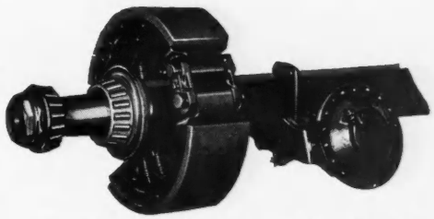
If you specify B-K equipment you may know that you will enjoy all the benefits of simplified and instant remote control.



B-K Vacuum Cylinder trailer unit, "on" position

If you specify Bendix-Westinghouse you get all the advantages of modern air brakes and controls, and the emergency features of train operation.

For immediate action consult the nearest distributor, as listed on the following page; or write for information to either of these two companies:



Bendix-Westinghouse Air Brake trailer unit, showing air chamber and slack adjusters

BENDIX-WESTINGHOUSE AUTOMOTIVE AIR BRAKE CO.,
5001 Center Ave., Pittsburgh, Pa.

BRAGG-KLIESRATH CORPORATION,
401 Bendix Drive, South Bend, Ind.

Timken Trailer Axles are sold exclusively by these authorized distributors:

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Alabama—Birmingham: Alabama Truck Equipment Co., 1730 Vanderbilt Ave.

California—Los Angeles: Electric Equipment Co., 1240 S. Hope St.; San Francisco: Pacific Automotive Service, 895 O'Farrell St.; Emeryville: Westinghouse Pa. Coast Brake.

Colorado—Denver: Quinn & McGill Motor Supply Co., 437 Broadway.

Connecticut—Bridgeport: A. F. Egan, 1180 Fairfield Ave.; Hartford: The Auto Tire Co. Inc., 168 High St.; New Haven: Connecticut Wheel & Rim Co., 669 Chapel St.

District of Columbia—Washington: L. S. Jullien, Inc., 1439 P Street N. W.

Florida—Jacksonville: Southeast Wheel & Rim Company, 927 Forsyth St.

Georgia—Atlanta: Harris Rim & Wheel Co., 376 Spring St. N. W.; Savannah: The Steel Products Co., Lathrop Ave.

Illinois—Chicago: Bendix Stromberg Carb. Co., 2459 S. Wabash Ave., Fager Six Wheel Attachment Co., 2440 Irving Pk. Blvd., Greyhound Motors & Sup. Co., 534 E. 34th Place.

Indiana—Evansville: Fausch-Enders Company, 424 Sycamore St.; Indianapolis: Madden-Copple Co., Inc., 733 N. Capital Ave.; South Bend: National Brake Service, 223 W. Jefferson Blvd.

Iowa—Des Moines: Des Moines Wheel & Rim Co., 1427 Walnut St.

Kentucky—Louisville: Raybestos Brake Serv., Brook Street.

Louisiana—New Orleans: John M. Walton, 762 St. Charles St.; Shreveport: Kayser Waller Helm, Inc., 222-4 N. Market St.

Maryland—Baltimore: Parks & Hull, Inc., 1031 Cathedral St.

Massachusetts—Boston: H. G. Davis, Inc., 95 Cummington St.; Harvey Sales & Service Co., 1375 Boylston St.; Springfield: The Newhouse Service Co., 64-66 Howard St.

Michigan—Detroit: Bendix Brake Company, 5750 Cass Ave.; B-K Brake Appliance Co., 3961 Cass Ave.; Rim & Wheel Service Co., 5132 Third Ave.; Grand Rapids: Auto Clinic, 113 Crescent St.; Kalamazoo: Niel's Automotive Service, 167 E. Kalamazoo St.

Minnesota—Minneapolis: Wheels Service Co., 139 S. 11th St.; Bendix Stromberg Sales & Serv., 20 N. 16th St.; Greyhound Motors & Supp. Co., 60 Eleventh St., N. E.

Missouri—Kansas City: Luthy Emmons Corp., 1905-7 McGee St.; St. Louis: Borbein-Young & Company, 3301 Washington Blvd.; American Brake Company, 1932 N. Broadway.

Nebraska—Omaha: Yousem Battery & Tire Co., 2124 St. Mary's Ave.; Palm Brothers Brake Service, 2066 Farnam St.

New Hampshire—Manchester: Williams Motor Co., 72 Granite St.

New Jersey—Newark: Essex Sales Company, 234-36 Central Ave.; System Brake Service Co., 5132 Third Ave.

New York—Albany: J. Becker & Sons, 1268 Broadway; Albany Motor Specialties Co., 438 Central Ave.; Brooklyn: Gunderman & Son, Inc., 370 Fourth Ave.; Buffalo: Truck Equipment Co., 1791 Fillmore Ave.; H. W. Wolcott & Son, 1461 Main St.; Long Island City: Smith & Gregory of N. Y., Inc., 37-11 Queens Blvd.; Mount Vernon: Oakwood Motor Company, 32 S. 6th St.; New York City: Smith and Gregory of N. Y., Inc., 426 W. 55th St.; Rochester: Unit Parts Rochester Corp., 1223 Main St. E.; Utica: Broadway Brake Service, 411 Broadway.

North Carolina—Charlotte: Power Brake Co., 432 S. Tyron St.

Ohio—Akron: Motor Rim Manufacturers Co., 153 Wooster Ave.; Cincinnati: F. & N. Motor Company, 2130-38 Spring Grove Ave.; Auto & Aero Supply Co., 806 Plum St.; Cleveland: Raybestos Brake Service Co., 1721 Superior Ave.; Raybestos Brake Service Co., 55th and Carnegie St.; Motor Rim Manufacturers Co., 1835 East 24th St.; Columbus: Hughes-Scott-Stillinger Co., 226 E. Spring St.; Toledo: The Turner Brake Service Co., 1927 Spielbusch Ave.

Oklahoma—Oklahoma City: J. C. Hamilton Company, 123 West 3rd St.; Tulsa: Williamson Equipment Co., 114 Tuloma Bldg.; Auto Brake Corporation, 1102 S. Main St.

Oregon—Portland: Trombly Truck Equipment Co., E. 2nd and Irving St.

Pennsylvania—Allentown: Allentown Brake & Wheel Serv., 201 S. 11th St.; Erie: Richard B. Wolfe, 32 E. 18th St.; Harrisburg: Shaffer's Super Service Station, 50-68 S. Cameron St.; New Castle: Brake Service Company, 117 E. Falls St.; Philadelphia: J. H. McCullough & Son, 1248 N. Broad St.; Gruss Air Spring Co. of Phila., 2336 Fairmont Ave.; Pittsburgh: Bendix-Westinghouse Auto. Air Brake Co., 5001 Center Ave.; Reading: David Sternbergh, Inc., 228 North Fifth St.; Wilkes-Barre: Hughes-Brake Specialist, 12 Butler Lane.

Rhode Island—Providence: Palmer Spring Company, 1 Althea St.

Tennessee—Memphis: Borbeing-Young & Company, 658 Union St.; Chattanooga: A. Fassnacht & Sons, Fort and 13th St.; Nashville: The Chapman Co., 1227 Broad St.

Texas—Dallas: Moore Bros., 1906 Jackson St.; Houston: Transportation Equipment Co., 1304 Nance St.; San Antonio: Emig Service Stores, 701 N. Alamo St.

Utah—Salt Lake City: Intermountain Electric Co., 43 E. 4th St.

Virginia—Richmond: Dixie Wheel Company, Inc., 1012 North Blvd.

Washington—Seattle: Earl B. Staley Company, 911-15 Eleventh Ave.; Spokane: Bearing & Rim Supply Co., 1125 First Ave.

West Virginia—Charleston: National Service Company, 617 Washington St.

Wisconsin—Milwaukee: Johnson & Weborg, Inc., 2206 N. 32nd St.

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FOREIGN

Australia—Sydney: J. B. Clarkson & Co., Ltd., Sirius Hous, 11 Macquarie.

British Isles—Birmingham, England: Bendix-Perrot Brakes, Ltd., Kings Road, Tyseley.

Canada—Walkerville, Ontario: Eclipse Machine Company.

South America—Argentina: LaGrange & Hasfeld, Ltd., Suipacha No. 26, Buenos Aires.

France—Freins Bendix, 38 rue Madame de Sanzillon, Clichy (Seine).

COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 80)

MORE changes in factory offerings appear in specifications this month than for a long time. Last month but seven truck models were added to the tables, this month there are 38. Fifty models have been dropped from the list this month, also a most unusual number.

Kenworth presents a new line entirely replacing the former listings. Models are shown in the 2, 2½, 3, 3½, 4, 5 and 5½ and more classifications as well as six-wheelers. Other new models include:

GMT: T-18 1 and 1¼ ton.

International: A-1 1500 lb.; A-3½ 1½-ton; A-7, A-8 5-ton and A-3, A-7 and A-8 as tractor trucks.

La France-Republic: H3 4-ton; M3 5-ton; 35-3 5½-ton and more.

Stewart: 50X 2-ton; 58-8 2½-ton.

Tractor Trucks

Make, Model and Capacity	General: Chassis Price	Standard W.B.	Gross Vehicle Wt. See Key Note	Chassis Wt. Stripped	Gear Set: Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Rear Axle Gear Ratios: Reduc. in High	Reduc. in Low	For Corresponding Truck Model, See Specifications Under Tonnage Noted
A.C.F. TT175A	....	155	75000	11000	BL714703	U	12	Op	7.48	101	T-175A
A.C.F. TT175B	....	155	60000	10250	BL714703	U	12	Op	7.46	101	T-175B
A.C.F. TT160	....	155	60000	9700	BL1714703	U	12	Op	7.46	135	T-160
Autocar DT	3500	140	20000	5300	Own T	U	4	No	6.27	33.5	D-2 2½
Autocar SHST	4800	104	40000	7900	Own T	U	4	No	10.4	66.6	SHS 3½
Autocar SCHST	4800	145	40000	8260	Own T	U	4	A	10.4	66.6	SCHS 3½
Autocar FT	6800	154	60000	11000	B-L 70	A	7	No	11.66	109	F 5½
Brockway 90	....	137	15750	3850	B-L	U	4	No	5.83	37.3	90 1½
Brockway 140	....	138	24500	5900	B-L	U	4	No	6.6	35.3	140 2½
Brockway 170	....	138	29750	6800	B-L	U	4	No	16.4	46.6	170 3
Brockway 195	....	138	34125	7900	B-L	U	4	No	6.8	49.5	195 4
Brockway 220	....	138	38500	8260	B-L	U	4	No	6.96	50.7	220 5
Brockway 250	....	146	43750	10000	B-L	U	4	No	8.75	63.7	250 5½
Brockway 290	....	146	52500	10750	B-L	A	7	No	10.1	95.0	290 5½
Chicago I-76-D 20T	....	159	.....	8740	B-L 60 Max	A	7	No	7.6	77.2	.....
Condor CB	....	118	.....	3875	Cov A-4 J	U	4	No	....	....	.....
Condor CC	....	122	.....	4820	Cov W4J	U	4	No	....	....	.....
Condor CD	....	122	.....	5020	Cov W4J	U	4	No	....	....	.....
Condor CF	....	118	.....	5200	Cov Rus	U	4	No	....	....	.....
Condor CGW	....	153	.....	8950	Cov Rus	U	4	No	6.3	41.0	.....
Corbitt 9B6T	....	139	18000	4200	BL-214	U	4	No	6.8	43.6	.....
Corbitt 10B6T	....	136	16000	3950	BL-214	U	4	No	6.38	40.9	.....
Corbitt 12B6T	....	152	20000	4955	BL-51	U	4	No	7.40	48.8	.....
Corbitt 15B6T	....	157	25000	5980	B L-51-5	U	5	No	7.80	46.5	.....
Corbitt 18D6T	....	159	30000	7600	BL-615	U	5	No	7.33	48.0	.....
Corbitt 24D6T	....	165	40000	9200	BL-70	A	7	No	8 15	76.6	.....
Diamond T 216B	795	135	18000	3300	War	U	4	No	Opt	Opt	216B 1½
Diamond T 316	1220	137	20000	4400	War	U	4	No	Opt	Opt	316 2
Diamond T 303F	1755	137	24000	4800	Cov	U	4	No	Opt	Opt	303F 2½
Diamond T 551B	2310	131	27000	5600	Cov	U	4	No	Opt	Opt	551B 3
Diamond T 504A	2710	135	28000	6200	Cov	U	4	No	Opt	Opt	504A 3
Diamond T 603	3360	147	32000	7300	Cov	U	5	No	Opt	Opt	603 4
Diamond T 750	4730	147	42000	8300	Cov	A	5	No	Opt	Opt	750 5
Dodge Bros. F40	1995	150	14590	5173	Own	U	4	No	6.37	43.7	F-40 2
Dodge Bros. F60	2645	146	18979	5543	Own	U	4	No	8.26	56.6	F-60 3
(1) Dodge Bros. UF30, F30, F35											
Federal A6TW	2360	140	25000	5050	Own	A	4	No	8.75	52.9	A6TW 2½
Federal T10W	2915	143	32000	6495	Own	A	4	No	8.75	57.1	T10W 3
Federal U6	3860	143	43000	7155	B-L 60	A	7	No	8.5	80.8	U6 3½
Federal C7	4485	153	50000	9185	B-L 60	A	7	No	9.98	94.8	C7 5
Federal C8	4895	153	50000	9285	B-L 60	A	7	No	9.98	94.8	C8 5
Federal X8	5085	155	65000	9660	B-L 60	A	7	No	11.7	110	X8 5½
Federal X8R	5810	155	65000	10385	B-L 60	A	7	No	11.7	110	X8R 5½
(1) Federal D2, E2, F7 A6, A6T, T3W, T8WF T10B											
(X) Gen. Mot. T-18	620	131	.....	2920	Own	U	4	No	5.43	35.7	.....
(X) Gen. Mot. T-19	925	141	.....	3440	Own	U	4	Op	6.6	43.4	.....
(X) Gen. Mot. T-25	1405	141	.....	3765	Own	U	4	Op	6.8	34.5	.....
(X) Gen. Mot. T-26	1510	141	.....	3940	Own	U	4	Op	6.60	33.5	.....
(X) Gen. Mot. T-30	1700	141	.....	4705	Own	U	4	Op	6.43	32.7	.....
(X) Gen. Mot. T-31	1845	141	.....	4695	Own	U	4	Op	6.43	40.5	.....
(X) Gen. Mot. T-42	1845	141	.....	4725	Own	U	4	Op	7.14	36.2	.....
(X) Gen. Mot. T-44	2065	141	.....	5095	Own	U	4	Op	9.45	48.0	.....
(X) Gen. Mot. T-45	2095	141	.....	5235	Own	U	4	Op	9.45	59.5	.....
(X) Gen. Mot. T-55	2750	155	.....	6390	Own	U	4	No	9.45	58.4	.....
(X) Gen. Mot. T-60	3250	154	.....	7150	Own	U	4	Op	10.7	65.9	.....
(X) Gen. Mot. T-61	3525	154	.....	7045	Own	U	4	Op	10.7	65.9	.....
(X) Gen. Mot. T-82	3970	155	.....	7735	Own	U	12	A	12.3	171	.....
(X) Gen. Mot. T-83	4100	155	.....	7815	Own	U	12	A	12.3	171	.....
(X) Gen. Mot. T-85	5775	171	.....	10885	Own	U	4	Op	10.5	66.1	.....
(X) Gen. Mot. T-90	5455	185	.....	9775	Own	U	12	A	10.3	144	.....
(X) Gen. Mot. T-95	7860	189	.....	13785	Own	U	4	Op	9.25	58.0	.....
(X) Gen. Mot. T-96	7325	189	.....	13140	Own	U	4	Op	9.11	57.1	.....
Gramm AX4 2-3	....	131	.....	3100	War T9	U	4	No	5.8	36.3	AX4 1
Gramm AX6 2-3	....	131	.....	3300	War T9	U	4	No	5.8	36.3	AX6 1
Gramm BX4 3-4	....	131	.....	3275	War T9	U	4	No	6.2	39.6	BX4 1½
Gramm BX6 3-4	....	131	.....	3475	War T9	U	4	No	6.2	39.6	BX6 1½
Gramm CX4 4-6	....	131	.....	3700	War T9	U	4	No	5.8	36.3	CX4 2
Gramm CX6 4-6	....	131	.....	3900	War T9	U	4	No	5.8	36.3	CX6 2
Gramm B 3-5	....	118	.....	4025	Cov A4J	U	4	Op	5.8	38.4	B 1½
Gramm C 4-6	....	122	.....	4700	Cov W4J	U	4	Op	5.8	37.1	C 2
Gramm D 5-8	....	122	.....	5100	Cov W4J	U	4	Op	6.1	39.0	D 2½
Gramm E 6-9	....	122	.....	5800	Cov Rus	U	4	Op	5.57	37.8	E 3
Gramm G 8-12	....	160	.....	7950	B-L	U	4	Op	6.8	49.5	G 4
Gramm GW 10-15	....	157	.....	8925	B-L	U	4	Op	6.3	45.3	GW 5
Hug 98	....	Op	.....	.....	B-L714.703	U	12	A3	10.26	139	98-6 6W
Indiana 89	....	137	15750	3850	B-L	U	4	No	5.12	20.9	89 1½
Indiana 140	....	138	24500	5900	B-L	U	4	No	6.16	35.3	140 2½
Indiana 170	....	138	29750	6800	B-L	U	4	No	6.41	46.6	170 3
Indiana 195	....	138	34125	7900	B-L	U	4	No	6.8	49.5	195 4
Indiana 220	....	138	38500	8200	B-L	U	4	No	6.96	50.7	220 5
Indiana 250	....	146	43750	10000	B-L	U	4	No	8.15	63.7	250 5½
Indiana 290	....	146	52500	10750	B-L	A	7	No	10.0	95.0	290 5½
International A-L 3	1450	138	.....	4032	W-G T7	U	4	No	6.50	42.9	AL-3 1½
International A-2	615	136	.....	2935	W-G T9	U	4	No	6.16	39.5	A-2 1½
International B-2	665	136	.....	2959	M. M 'O'	U	3	No	6.16	47.3	B-2 1½
International A-3	840	160	.....	3550	W-G T9	U	4	No	6.16	39.5	A-3 1½
International A-4	1750	145	.....	5221	Own A5	U	5	No	6.5	47.8	.....
International A-5	2350	140	.....	5836	Own A-5	U	5	No	7.16	52.6	.....
International A-6	2675	156	.....	6120	Own	U	5	No	8.50	76.8	A-6 3
International W-1	3850	130	.....	8100	Own	U	5	No	6.85	60.5	W-1 2½
International W-3	4850	144	.....	10100	Own	U	5	No	7.85	70.5	W-3 5
International A-7, A-8	....	160	.....	11250	Own	U	5	No	6.4	57.2	A-7, A-8 5
LaFrance Rep. M-2T	....	147	20000	7700	Ful VUOG	U	5	No	7.2	51.0	M-2 4
LaFrance Rep. 35-2T	....	147	24000	9400	Ful MHU	U	4	No	7.33	46.3	35-2 5½
Mack BL	2500	138	.....	.....	Own BL	U	4	No	Opt	Opt	BL 1
Mack BG	3000	138	.....	.....	Own BG	U	4	No	Opt	Opt	BG 1½
Mack AB	4000	123	.....	.....	Own AB	U	4	No	Opt	Opt	AB 2
Mack AB	4150	123	.....	.....	Own BG	U	4	No	Opt	Opt	AB 3
Mack BC	5250	142	.....	.....	Own BC	U	4	No	Opt	Opt	BC 4
Mack BC	5500	142	.....	.....	Own BC	U	4	No	Opt	Opt	BC 5
Mack BJ	6450	169	.....	.....	Own BJ	A	4	No	Opt	Opt	BJ 5
Mack AK	5150	134	.....	.....	Own AC	J	4	No	Opt	Opt	AK 5
Mack AK	5250	134	.....	.....	Own AC	A	4	No	Opt	Opt	AK 5
(1) Mack AK6, AC4, AC6, AP, AK6-6 wheel, AC4-6 wheel, AP6-wheel											
Netco TC	3400	135	.....	.....	B-L 55-4	U	4	No	7.75	54.2	C 2½
Netco TE	4300	140	.....	.....	B-L 515	U	5	No	8.00	56.0	E 3½
Relay 40	3240	138	.....	5300	B-L 35	U	4	...	6.45	34.5	40 2
Relay 60	4480	142	.....	7350	Ful VU	U	5	...	7.88	58.5	.....
Reo 4H	2800	150	35000	6150	Own	U	4	Opt	6.43	42.4	.....
Reo FH	1595	142	20000	4165	Own 4650	U	4	Op	5.7	37.6	FH 2
Reo GD	2085	144	25000	4650	Own	U	4	...	6.14	77.8	GD 3
Schacht TRH	....	146	.....	6600	Ful VUOG	U	5	No	7.8	55.1	.....
Schacht TRHA	....	148	.....	6650	Ful VUOG	U	5	No	7.8	55.1	.....
Schacht TRD	....	148	.....	6850	Ful VUOG	U	5	No	7.8	56.8	.....
Schacht TRDA	....	148	.....	6900	Ful VUOG	U	5	No	7.8	56.8	.....
(1) Sterling FB30-35-45-55-65-80. FD80-97-115-140-170-97S. FW 97-115-140-170-97S. FC100-107-120-135-140-145-170. FCS170-180-210											
Stewart 30	695	110	.....	2977	Cla	U	4	No	5.6	35.8	30 .....
Stewart 30X	795	110	.....	3018	Cla	U	4	No	5.6	35.8	30X 11
Stewart 40XA	995	134	.....	3393	War	U	4	No	5.6	35.8	40X 1½
Stewart 29XS	1695	145	.....	4960	.....	U	4	No	6.37	44.0	29XS 2
Stewart 32X	1990	148	.....	5230	Ful	U	4	No	7.25	47.6	32X 2½
Stewart 18X	2690	148	.....	5901	Ful	U	4	No	7.25	47.5	18X 2½
Stewart 19X	3690	147	.....	7110	Ful	U	12	A	7.25	127	19X 3½
Stewart 31X	5190	165	.....	8440	B L	A	12	A	8.2	15.1	31X 5
Stewart 27XS	6190	165	.....	0300	B-L	U	12	A	9.9	93.8	27XS 5½
Stewart 50X-2	1195	134	.....	4015	War	U	4	No	6.37	22.0	50X 2
Stewart 48-8, 3	2990	150	.....	6750	Ful	U	4	No	7.0	47.0	48-8 3
Stewart 33-8, 3½	3990	160	.....	9340	B-L	U	12	A	7.25	127	38-8 3½
Studebaker 8-50	920	148	.....	3650	WGASI T9	U	4	...	6.8	43.5	8-50 2
Walter FBD	8500	118	26000	9000	Own	U	5	No	8.50	85.1	.....
Walter FBRD	8700	118	31000	0000	Own	U	5	No	8.50	85.1	.....
Ward La Fra. 75D-15T	....	Op	.....	0000	B-L 70 Max	A	7	...	Opt	Opt	.....
White 52T	4700	129	28000	8461	Own 4B	U	4	No	11.7	76.5	.....
White 51AT	3875	134	17000	6227	Own 4B	U	4	No	7.14	46.6	51-A 2½
White 210	211	133	17000	6438	Own 8B	U	4	No	5.67	23.4	210, 212 2½
White 212	....	133	20000	....	Own 8B	U	4	No	5.67	23.4	212 2½
White 55 3½, 5	4765	156	42000	8737	Own 4B	U	4	Op	10.1	66.1	55 3½, 5
White 56 2	3125	165	20000	5276	OwnGRBB	U	4	No	6.33	26.2	56 2
White 58 3	4400	162	30000	7797	Own 4B	U	4	No	7.6	49.7	58 3
White 61 1½	2450	131	16000	4789	Own 5B	U	4	No	5.67	23.4	61 1½
White 611 2	2550	131	18000	4980	Own 5B	U	4	No	5.67	23.4	611 2
White 612 2½	2800	131	20000	5100	Own 5B	U	4	No	5.67	23.4	612 2½
White 620 2½	4350	145	25000	7300	Own 4B	U	4	No	6.38	41.8	620 2½
White 621 3	4650	145	30000	7700	Own 4B	U	4	No	6.33	41.4	621 3
White 630 3	5000	157	30000	8500	Own 4B	U	4	No	6.33	41.4	630 3
White 631 3½	5750	157	35000	9000	Own	U	4	No	8.70	56.9	631 3½
White 640 3	6100	157	35000	9200	Own 7B	U	4	No	5.18	33.9	640 3
White 641 3½	6450	157	40000	9700	Own 7B	U	4	No	7.16	46.9	641 3½
White 642 4	6750	157	45000	10600	Own 7B	U	4	No	10.1	66.5	642 4
White 643 5	6950	157	50000	10900	Own 7B	U	4	No	10.1	66.5	643 5

(1) Models available as tractor trucks.

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.R. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1000 Pounds																									
1	Chevrolet.. Ind. Com.	355	109	109	4000	1880	B 4.75/19	B 4.75/19	Own	6–3 1/4 x3 1/4	194.0	26.3	50–2600	H	G	C	....	....	3	PG	No	Car	P	D-R	D-R	1
2	Dodge Bros....UF-10	375	109	109	4025	1925	B 5.00/19	B 5.00/19	Own	4–3 5/8 x4 1/4	196	21.0	48–2800	L	G	A	2 1/4	6 1/2	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros.....F-10	445	109	109	4125	1975	B 5.25/19	B 5.25/19	Own	6–3 1/4 x4 1/4	211.5	25.3	66–3200	L	G	S	2 1/4	6 1/4	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet.....	595	....	...	.....	1935	B 5.00/19	B 5.00/19	Own	6–3 1/8 x4 1/8	189.8	23.4	....	L	G	....	....	....	....	....	....	Str	V	N-E	N-E	4
5	Ford..... A	340	103	...	.....	1675	B 4.75/19	B 4.50/20	Own A	4–3 1/2 x4 1/4	200.5	24.0	40–2200	L	G	A	1 1/2	7	3	PG	No	Zen	G	Own	Own	5
6	(X) Gen. Mot.....T-15	....	121	141	6500	2425	B 5.50/20	B 5.50/20	Own 200	6–3 1/8 x3 1/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 1/2	3	CC	No	Mar	M	D-R	D-R	6
7	Studebaker.....S1	595	114	114	.....	2330	B 5.25/19	B 5.25/19	Own	6–3 1/2 x4 1/2	221	21.3	70–3200	L	C	C	2 1/2	8 1/2	4	CC	No	Str	M	D-R	D-R	7
8	Willys Six.....C-113	395	113	113	4000	1923	B 5.00/19	B 5.00/19	Own C-113	6–3 1/4 x3 1/8	193.0	25.3	65–3400	L	C	C	2 1/8	6 1/2	4	CC	No	Til	M	A-L	A-L	8
	1500 Pounds																									
9	Dodge Brothers.....	490	124	124	4760	2260	B 6.00/20	B 6.00/20	Own	4–3 1/2 x4 1/4	196	21.0	48–2800	L	G	S	2 1/4	6 1/2	3	PC	No	Car	V	D-R	D-R	9
10	Dodge Brothers.....	595	124	124	4860	2360	B 6.00/20	B 6.00/20	Own	6–3 1/2 x3 1/8	205.0	27.3	63–3200	L	C	S	2 1/8	10 1/2	7	PC	No	Zen	V	N-E	N-E	10
11	Fargo Clipper.....	725	....	...	.....	2340	B 5.50/18	B 5.50/18	Own	6–3 1/2 x4 1/4	195.6	23.4	....	L	....	....	....	....	....	FP	No	Str	V	D-R	D-R	11
12	Fisher-Std.....JR-BX	....	120	128	6800	2800	P 30x5	P 30x5	Con W10	4–3 3/4 x4 1/4	200.5	24.0	48–2800	L	C	A	2 1/4	5 1/2	3	FP	No	Zen	M	A-L	A-L	12
13	(X) Gen. Mot. T15...	645	130	141	6500	2625	B 5.50/20	B 5.50/20	Own 200	6–3 1/8 x3 1/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 1/2	3	CC	No	Mar	M	D-R	D-R	13
14	International.....A-1	615	136	160	.....	2865	B 5.50/20	B 5.50/20	Wau XAH	4–3 1/2 x4 1/2	186	21	39–2400	L	G	C	2	6 1/2	3	PC	No	Zen	V	D-R	D-R	14
15	Relay.....15AA	1370	131	...	.....	3750	P 30x5	P 30x5	Con 17E	6–3 1/2 x4	214.7	27.3	52–2200	L	C	C	2 1/2	9 1/2	7	PC	No	Str	V	A-L	A-L	15
	1 Ton																									
16	Atterbury.....A	....	132	145	7000	3400	P 30x5	P 30x5	Lyc WTG	6–3x4 1/4	201.4	21.6	64–2800	L	G	C	2 1/4	....	4	CC	....	Zen	G	D-R	D-R	16
17	Commerce.....S-11	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6–3 1/4 x4 1/2	241.6	27.3	53–2200	L	G	C	2 1/4	8	4	PC	No	Zen	V	A-L	A-L	17
18	Condor.....CAV6	825	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6–3 1/8 x4	214.7	27.3	61–3000	L	C	A	2 1/8	6 1/2	4	FP	No	Til	M	A-L	A-L	18
19	(T) Day Elder.....60	825	135	156	6000	3300	B 6.00/20	B 6.50/20	Con 25A	6–3 1/8 x4	214.7	27.3	61–3000	L	C	A	2 1/8	6 1/2	4	FP	No	Zen	M	D-R	D-R	19
20	Diamond T.....216B	795	135	158	8500	3300	B 6.50/20	B 6.50/20	Her JXA	6–3 1/2 x4 1/4	228.0	27.3	56–2400	L	G	C	2 1/2	10 1/2	7	PC	No	Zen	M	A-L	A-L	20
21	Dodge Brothers.....	495	133	133	5840	2590	P 6.00/20	P 32x6	Own	4–3 5/8 x4 3/4	196	21.0	48–2800	L	G	S	2 1/4	6 1/2	3	PC	Ha	Car	V	D-R	D-R	21
22	Dodge Brothers.....	595	133	133	5940	2690	P 6.00/20	P 32x6	Own	6–3 1/8 x3 1/8	208.0	27.3	63–3200	L	C	S	2 1/8	10 1/2	7	PC	Ha	Zen	V	N-E	N-E	22
23	Douglas.....A6	1095	135	145	7500	3075	P 30x5	P 30x5	Bud J214	6–3 1/4 x4	214.7	27.3	61–3000	L	G	C	2 1/2	10 1/2	7	FP	No	Zen	M	A-L	A-L	23
24	Fargo Freighter.....	795	....	...	7350	2725	B 6.00/20	P 32x6	Own	6–3 1/4 x4 1/2	189.8	23.4	....	L	....	....	....	....	....	FC	No	Str	V	N-E	N-E	24
25	Fisher-Std. Sp. X-1-1 1/2	....	128	136	7800	3150	P 30x5	DP30x5	Con W-20	4–4 1/2 x4 1/4	227	26 8	52–2400	L	C	A	2 1/2	5 1/8	3	FP	No	Zen	M	A-L	A-L	25
26	Garford.....S-11	1600	142	162	.....	3900	P 30x5	Bud HS6	6–3 1/2 x4 1/2	241.6	27.3	53–2200	L	G	C	2 1/2	8	4	PC	No	Zen	V	A-L	A-L	26
27	(X) Gen. Mot.....T15	675	130	141	6500	2670	B 7.00/20	B 7.00/20	Own 200	6–3 1/8 x3 1/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 1/2	3	CC	No	Mar	M	D-R	D-R	27
28	(X) Gen. Mot.....T-18	560	131	157	8200	2735	B 5.50/20	B 6.00/20	Own 200	6–3 1/8 x3 1/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 1/2	3	CC	No	Mar	M	D-R	D-R	28
29	Gramm.....AX4	795	131	180	8000	3350	B 6.00/20	B 6.50/20	Con W-10	4–3 1/2 x4 1/4	200.4	24.0	50–2800	L	C	A	2 1/8	5 1/2	3	FP	No	Til	M	A-L	A-L	29
30	Gramm.....AX-6	895	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6–3 1/8 x4	214	27.3	74–3300	L	C	A	2 1/8	6 1/2	4	FP	No	Til	M	A-L	A-L	30
31	Hahn & Seiden.....7	....	124	...	6500	3100	P 30x5	P 30x5	Con 29L	6–2 1/2 x4 1/8	185.0	19.8	45–2800	L	G	C	2 1/8	....	4	FP	No	Zen	V	A-L	A-L	31
32	Indiana.....64	....	137	149	6500	3400	P 30x5	P 30x5	Con	6–3 1/8 x4 1/8	248.2	27.3	65–2700	L	C	C	2 1/8	10 1/8	7	CC	No	Str	V	A-L	A-L	32
33	LaFrance-Republic A-1	795	132	...	6000	3000	B 5.50 20	P 32x6	Lyc WTG	6–3x4 1/4	201.5	21.5	60–2500	L	G	C	2 1/8	7	4	PC	No	Zen	V	A-L	A-L	33
34	LaFra.-Republic AA-1	810	144	...	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6–3x4 1/4	201.5	21.5	60–2500	L	G	C	2 1/8	7	4	PC	No	Zen	V	A-L	A-L	34
35	Relay.....15AB	1400	131	....	.....	3800	P 30x5	P 30x5	Con 17E	6–3 1/2 x4	214.7	27.3	52–2200	L	....	....	....	....	....	PC	No	Str	V	A-L	A-L	35
36	Relay.....S11	1700	142	162	.....	4050	P 30x5	P30x5	Bud HS6	6–3 1/2 x4 1/2	241.6	27.3	53–2200	L	G	C	2 1/2	....	4	PC	No	Zen	V	A-L	A-L	36
37	Rugby.....614	....	112	112	4000	2045	B 5.00/19	Con 22-A	6–3 1/4 x4	199.0	25.3	71–3300	L	G	S	2 1/4	6 1/8	4	PC	No	Str	M	A-L	A-L	37
38	Service.....S11	1600	142	162	.....	3900	P 30x5	Bud HS6	6–3 1/2 x4 1/2	241.6	27.3	53–2200	L	G	C	2 1/2	8	4	PC	No	Zen	V	A-L	A-L	38
39	Sterling.....FB30	795	142	162	.....	3300	B6.50/20	B6.50/20	Con 25A	6–3 1/8 x4	214.7	27.8	72–3300	L	C	A	2 1/8	6 3/8	4	CC	No	Zen	M	D-R	D-R	39
40	Stewart.....30	695	130	160	.....	2977	B 6.50/20	B 6.50/20	Lyc AFE	4–3 1/4 x4 1/2	199.0	22.5	50–2600	L	G	C	2 1/2	7 1/4	3	PC	No	Str	V	D-R	D-R	40
41	Stewart.....30X	795	130	160	6305	3018	B 6.50/20	B 6.50/20	Lyc WSG	6–3x4 1/4	201.5	21.0	60–2600	L	G	C	2 1/2	7	4	PC	No	Str	V	D-R	D-R	41
42	World.....DA-60	1195	150	166	8500	3650	B 6.00/20	DB6.00/20	Lyc WTG	6–3x4 1/4	201.5	21.6	63–2900	L	G	C	2 1/8	7	4	CC	No	Zen	V	A-L	A-L	42
	1¼ Ton																									
43	Clinton.....20B	1995	150	opt	7750	3750	P 30x5	P 30x5	Bud WTU	4–3 1/4 x5 1/2	226.4	22.5	36–1800	L	G	C	2 1/2	7 1/8	3	PC	No	Zen	V	Spl	D-R	43
44	(X) GMT.....T-15	680	130	141	6500	2670	B 5.50/20	P 32x6	Own 200	6–3 1/8 x3 1/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 1/2	3	CC	No	Mar	M	D-R	D-R	44
45	(X) Gen. Mot.....T-18	570	131	157	8200	2735	B 5.50/20	B 7.00/20	Own 200	6–3 1/8 x3 1/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 1/2	3	CC	No	Mar	M	D-R	D-R	45
46	Indiana.....11X	....	120	120	8000	3350	P 30x5	P 30x5	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	46
47	Indiana.....11	....	129	165	8000	3500	P 30x5	P 30x5	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	47
48	Indiana.....74	....	137	149	7500	3450	P 32x6	P 32x6	Con	6–3 1/2 x4 1/4	248.2	27.3	65–2700	L	C	C	2 3/4	10 1/8	7	CC	No	Str	V	A-L	A-L	48
49	LaFra.-Republic...C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6–3 1/4 x4 1/2	224.0	25.3	61–2750	L	G	C	2 1/2	8 1/8	4	PC	No	Zen	V	A-L	A-L	49
50	Moreland.....Ace	1550	136	...	6800	3000	B 7.00/20	B 7.00/20	Con 18E	6–3 1/8 x4	214.7	27.3	61–3000	L	C	S	2 1/4	9 1/8	7	PC	No	Zen	V	A-L	A-L	50
	1½ Ton																									
51	Acme.....3X	....	150	Op	8900	4000	B6.00/20	DB6.00/20	Con 16C	6–3 1/4 x4 1/2	248.3	27.3	66–3200	L	C	C	2 1/2	10	7	PC	No	Str	M	A-L	A-L	51
52	Atterbury.....K	....	145	160	8000	3640	P32x6	P 32x6	Lyc WTG	6–3x4 1/4	201.4	21.6	64–2800	L	G	C	2 1/4	....	4	CC	....	Zen	G	D-R	D-R	52
53	Autocar.....A	3200	150	192	12000	5400	P 34x7	P 34x7	Own	6–4x4 1/4	358.0	38.4	82–2400	L	G	C	3	13 1/4	7	FP	Pe	Str	V	D-R	D-R	53
54	Brockway.....80	....	137	162	8000	3900	B6.00/20	DB6.00/20	Con	6–3 1/2 x4	214.7	27.3	61–3000	L	C	A	2 1/2	6 1/2	4	CC	No	Zen	M	A-L	A-L	54
55	Brockway.....90	....	149	168	9000	4050	B6.00/20	DB6.00/20	Con	6–3 1/2 x4 1/2	248.2	27.3	65–2700	L	C	C	2 1/2	10 1/2	7	CC	No	Zen	M	A-L	A-L	55
56	(Y) Chevrolet..Utility	520	131	...	.....	2375	P 30x5	DP 30x5	Own	6–3 1/8 x3 1/8	194.0	26.3	50–2600	H	G	C	2 1/8 r	5 1/8	3	PG	No	Car	P	D-R	D-R	56
57	Chevrolet....UL Dual	590	157	...	8000	2890	P 30x5	DP 30x5	Own	6–3 1/8 x3 1/8	194.0	26.3	50–2600	H	G	C	....	....	3	PG	No	Car	M	D-R	D-R	57
58	Clinton.....32	2195	150	Op	8500	3950	P 32x6	P 32x6	Bud WTU	4–3 1/4 x5 1/2	226.4	22.5	36–1800	L	G	..	2 1/2	7 1/8	3	PC	No	Zen	V	Spl	D-R	58
59	Commerce.....40	2990	168	...	.....	4700	P 34x5	DP34x5	Bud DW6	6–3 1/4 x5	331.0	33.7	64–2100	L	G	C	2 1/2	7 1/8	4	PC	No	Zen	V	A-L	A-L	59
60	Commerce.....S 11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS 6	6–3 1/2 x4 1/2	241.6	27.3	53–2200	L	G	C	2 1/2	8	4	PC	No	Zen	V	A-L	A-L	60
61	Condor.....CBV4	885	131	180	10000	3525	B 6.00/20	DB6.50/20	Con W-10	4–3 1/2 x4 1/4	200.4	24.0	50–2800	L	C	A	2 1/8	5 7/8	3	PC	No	Til	M	A-L	A-L	61
62	Condor.....CBV6	925	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6–3 1/8 x4	214.7	27.3	61–3000	L	C	A	2 1/8	6 1/8	4	PC	No	Til	M	A-L	A-L	62
63	(Z) Corbitt.....7B6	....	150	170	8500	3410	P 32x6	P 32x6	Con 18E	6–3 1/2 x4	214.7	27.3	61–3000	L	G	C	2 1/2	8 1/8	4	FP	No	Zen	O	D-R	D-R	63
64	(Z) Corbitt.....8B4	....	134	134	8500	3200	B 6.00/20	P 32x6	Con W10	4–3 7/8 x4 1/4	200.4	24.0	49–2800	L	C	A	2 1/4	5 7/8	3	FP	No	Zen	M	D-R	D-R	64
65	(Z) Corbitt.....8B6	....	136	136	8500	3275	B 6.00/20	P 32x6	Con 25A	6–3 1/8 x4	214.7	27.3	61–3000	L	C	A	2 1/8	6 1/8	4	FP	No	Zen	M	D-R	D-R	65
66	Day Elder 1½, 2T 85	1395	135	168	8500	3850	B 6.00/20	DB6.50/20	Con 16-C	6–3 1/2 x4 1/2	248.3	27.3	65–2700	L	C	C	2 1/2	10 1/8	7	FP	No	Zen	M	D-R	D-R	66
67	Diamond T216B, 1-1½	795	135	158	8500	3300	B 6.50/20	B 6.50/20	Her JXA	6–3 1/2 x4 1/4	228.0	27.3	56–2400	L	G	C	2 1/2	10 1/2	7	PC	No	Zen	M	A-L	A-L	67
68	Dodge Bros....UF-30	595	136	136	8225	2581	B 6.00/20	P 32x6	Own	4–3 5/8 x4 3/4	196.0	21.0	48–2800	L	G	A	2 1/4	6 1/2	3	FP	No	Car	M	D-R	D-R	68
69	Dodge Bros.....F-30	695	136	136	8275	2631	B 6.00/20	P 32x6	Own	6–3 1/4 x4 1/4	211.5	25.3	66–3200	L	C	S	2 1/4	6 1/4	4	FP	No	Car	M	D-R	D-R	69
70	Dodge Bros.....UF31	670	165	165	8225	2757	B6.00/20	P 32x6	Own	4–3 5/8 x4 3/4	196.0	21.0	48–2800	L	G	A	2 1/4	6 1/2	3	FP	No	Car	M	D-R	D-R	70
71	Dodge Bros.....F31	770	165	165	8275	2807	B 6.00/20	P 32x6	Own	6–3 1/4 x4 1/4	211.5	25.3	66–3200	L	C	S	2 1/4	6 1/4	4	FP	No	Car	M	D-R	D-R	71
72	Dodge Bros.....F-35	1425	140	140	10175	3780	B 6.00/20	DB6.00/20	Own	6–3 1/2 x3 7/8	208.0	27.3	63–3200	L	C	S	2 1/2	10 1/8	7	FP	Ha	Zen	M	D-R	D-R	72
73	Hadge Bros.....F-36	1485	165	165	10575	3972	B 6.00/20	DB6.00/20	Own	6–3 1/2 x3 7/8	208.0	27.3	63–3200	L	C	S	2 1/2	10 1/8	7	FP	Ha	Zen	M	D-R	D-R	73
74	Douglas.....BGC4	1900	109	109	9000	3900	P 30x5	DP30x5	Bud WTU	4–3 1/4 x5 1/2	226.4	22.5	36–1800	L	G	C	2 1/2	7 1/8	3	PC	Bu	Zen	V	R.Bo	1	74
75	Douglas.....B4	2050	150	Op,	9000	3950	P 30x5	P 32x6	Bud WTU	4–3 1/4 x5 1/2	226.4	22.5	36–1800	L	G	C	2 1/2	7 1/8	3	PC	Bu	Zen	E	L-N	L-N	75
76	Douglas.....B6	2150	150	Op	10500	4100	P 30x5	P 32x6	Bud HS6	6–3 1/2 x4 1/2	241.6	27.3	57–2500	L	G	C	2 3/8	8	4	PC	Bu	Zen	E	L-N	L-N	76
77	Duplex.....GF	2800	143	...	8300	4700	P 32x6	P 34x7	Bud WTU	4–3 1/4 x5 1/2	226.4	22.5	37–1800	L	G	C	3	8	3	PS	No	Zen	V	A-L	A-L	77
78	Duplex.....GS	2950	143	...	8500	4800	P 32x6	P 34x7	Bud HS6	6–3 1/2 x4 1/2	241.6	27.3	57–2500	L	G	C	2 1/4	8 1/8	4	FP	No	Zen	V	A-L	A-L	78
79	Fageol.....101	900	143	167	.....	3700	B 7.00/20	B 7.00/20	Wau XAK	4–3 1/4 x4 1/4	210	22.5	40–2150	L	G	A	2 1/4	6 1/4	3	FP	No	Zen	M	D-R	D-R	79
80	Fageol.....106	1400	161	173	.....	3975	B 7.00/20	B 7.00/20	Wau TS	6–3 1/4 x4 1/4	219.0	23.4	58–2500	L	G	A	2 3/8	7 1/8	4	PC	No	Zen	M	D-R	D-R	80
81	Federal.....D2	795	131	163	8500	3225	B 6.00/20	P 32x6	Con W10	4–3 1/2 x4 1/4	200.5	24.0	48–2500	L	C	A	2 1/8	5 7/8	3	PC	Mo	Zen	M	D-R	D-R	81
82	Federal.....E2	895	132	168	8500	3275	B 6.00/20	P 32x6	Con 17E	6–3 1/4 x4	215.0	27.3	60–2600	L	C	A	2 1/8	9 1/8	7	PC	Mo	Zen	M	D-R	D-R	82
83	Fisher-Std. 10-AX, 1½-2	....	136	165	8800	3220	P 30x5	P 32x6	Con 17E	6–3 1/2 x4	214.7	27.3	60–2800	L	C	A	2 1/8	9 1/8	7	FP	No	Zen	M	A-L	A-L	83
84	Fisher-Std.....15-A	....	144	...	8000	3250	P 30x5	P 32x6	Con 17E	6–3 1/2 x4	214.7	27.3	60–2800	L	C	A	2 1/8	9 1/8	7	FP	No	Zen	M	A-L	A-L	84
85	Fisher-Std.....16A	....	156	...	8800	3700	P 32x6	P 32x6	Con 16C	6–3 1/2 x4 1/2	248.2	27.3	65–2700	L	C	A	2 1/2	10 1/2	7	FP	No	Zen	M	A-L	A-L	85
86	F.W.D.....H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4–4x5	251.0	25.6	50–2000	H	G	C	2 1/8 r	8	3	PC	No	Zen	V	A-L	A-L	86
87	Ford.....AA	495	131	157	.....	2738	B6.00/20	P32x6	Own	4–3 7/8 x4 1/4	200.5	24.0	40–2200	L	G	A	1 7/8	7	3	PG	No	Zen	G	Own	Own	87
88	Ford.....AA	525	157	...	.....	2845	B6.00/20	P 32x6	Own	4–3 7/8 x4 1/4	200.5	24.0	40–2200	L	G	A	1 7/8	7	3	PG	No	Zen	G	Own	Own	88
89	Garford.....40	2900	168	...	.....	4700	P 34x5	DP34x5	Bud DW6	6–3 1/4 x5	331.0	33.7	64–2100	L	G	C	2 1/2	7 1/8	4	PC	No	Zen	V	A-L	A-L	89
90	Garford.....S 11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS 6	6–3 1/2 x4 1/2	241.6	27.3	53–2200	L	G	C	2 1/2	8	4	PC	No	Zen	V	A-L	A-L	90
91	(X) Gen. Mot.....T-15	680	130	141	6500	2670	B5.50/20	P 32x6	Own 200	6–3 1/8 x3 1/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 1/2	3	CC	No	Mar	M	D-R	D-R	91
92	(X) Gen. Mot.....T-18	595	131	157	8200	2800	P 30x5	P 32x6	Own 200	6–3 1/8 x3 1/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 1/2	3	CC	No	Mar	M	D-R	D-R	92
93	(X) Gen. Mot.....T-19	745	130	164	10000	3115	B 5.50/20	P 32x6	Own 200	6–3 1/8 x3 1/8	200.3	26.3	60–3000	L	C	B	2 1/8 r	5 1/2	3	CC	No	Mar	M	D-R	D-R	93
94	(X) Gen. Mot.....T-25	1245	130	152	9000	3385	B 6.00/20	DB6.00/20	Buick	6–3 1/8 x4 5/8	257.5	28.3	76–2500	H	G	C	2 1/8	8 1/8	5	PC	No	Mar	M	D-R	D-R	94
95	Gotfredson.....RB34	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud H199	4–3 1/2 x4 1/2	199.0	22.5	55.5–2800	L	G	C	3	7 1/4	5	FP	No	Zen	M	D-R	D-R	95
96	Gotfreson.....RB36	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud J214	6–3 1/4 x4	214.0	27.3	61.5–3000	L	G	C	2 1/2	8 1/4	7	FP	No	Zen	M	D-R	D-R	96
97	Gramm...BX4, 1½-2	895	131	210	10000	3525	B 6.00/20	DB6.00/20	Con W-10	4–3 1/2 x4 1/4	200.4	24.0	50–2800	L	C	A	2 1/2	5 1/2	3	PC	No	Til	M	A-L	A-L	97
98	Gramm...BX-6, 1½-2	995	131	210	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6–3 1/8 x4	214.7	27.3	74–3300	L	C	A	2 1/8	6 1/4	4	PC	No	Til	M	A-L	A-L	98
99	Hahn & Seiden.....17	....	142	...	7900	3750	P 32x6	P 32x6	Con 18E	6–3 1/8 x4	214.7	27.3	66–3000	L	G	A	2 1/8	8 1/8	4	FP	No	Zen	V	A-L	A-L	99
100	Hahn & Seiden....317	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6–3 1/2 x4 1/2	248.2	27.3	65–2760	L	G	C	2 1/2	10 1/2	7	FP	No	Str	V	D-R	D-R	100
101	Hahn.....317H	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6–3 1/2 x4 1/2	248.2	27.3	65–2760	L	G	C	2 1/2	10 1/2	7	FP	No	Str	V	D-R	D-R	101
102	Indiana.....111	....	129	165	9000	3600	P 30x5	P 32x6	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	102
103	Indiana.....89	....	149	168	9000	4059	P 32x6	P 32x6	Con	6–3 1/2 x4 1/2	248.2	27.3	65–2700	L	C	C	2 1/2	10 1/8	7	CC	No	Str	V	A-L	A-L	103
104	International.....A-2	615	136	160	.....	2935	B5.50/20	B6.00/20	Wau XAH	4–3 1/2 x4 1/2	186	21	39–2400	L	G	C	2	6 1/2	3	PC	No	Zen	V	D-R	D-R	104
105	International.....B-2	665	136	160	.....	2959	B5.50/20	B6.00/20	Wau XAH	4–3 1/2 x4 1/2	186	21	39–2400	L	G	C	2	6 1/2	3	PC	No	Zen	V	D-R	D-R	105
106	International.....A-3	795	136	160	.....	3509	P 30x5	P 32x6	Lyc SAH	6–3 1/4 x4 1/2	224.0	25.3	54–2700	L	G	A	2 3/8	8 1/8	4	PC	No	Zen	M	D-R	D-R	106

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							1000 Pounds			
1	Har	P.Own	Own Ind.	U	3	No	Own	Own Int.	S½	U	4.1	13.6	Own Ind.	O4IM	101	21	Own	5x2¼x¼	C	. . . .	28½	. . . .	36x1¼	54x1¼	N	1
2	Fed	P.	Own	U	3	No	2	Own	S½	H	4.66	13.9	Own	O4IH	121	TX	War	5x1¾x¼	C	53½	26½	42¼	35½x1¼	53½x1¼	N	2
3	Fed	P.	Own	U	3	No	2	Own	S½	H	4.66	13.9	Own	O4IH	121	TX	War	5x1¾x¼	C	53¼	26½	42¼	35½x1¼	53½x1¼	N	3
4	Own	D.Own	Own	U	3	. . . .	Own	Own	S½	. .	4.7	14.3	Own	. . . .	. . .	. .	War	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. .	4
5	Own	D.Own	Own	U	3	No	Own	Own	S¾	U	3.7	11.7	Own	O4IM	168	2I	Own	. . . .	C	. . . .	. . . .	. . . .	30¼x	39½x	N	5
6	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.86	16.1	Own	B4IM	308	4I	Jac	6x2¼x¼	P	68¼	39	34	38x2	50¼x2½	N	6
7	McC	P.Lon	W-G	U	3	No	Spl 2	Own	S½	H	4.73	15.2	Own	B4IM	148	4I	Ros	5½x2x¼	C	. . . .	. . . .	43½	36x1¼	54x1¼	N	7
8	Fed	P.Own	Own	U	3	No	Spl	Own	S½	H	4.6	12.4	Own	B4IM	143	4I	Own	5¼x2¼x¼	C	. . . .	. . . .	. . . .	36x1¼	51x1¼	N	8
																							1500 Pounds			
9	Fed	P.	Own	U	3	No	2	Own	S½	H	5.63	21.1	Own	O4IH	189	TX	Han	6x2¾x¼	C	66¼	31	37¼	39x2	48x2½	N	9
10	Fed	P.	Own	U	3	No	2	Own	S½	H	5.11	19.2	Own	O4IH	189	TX	Han	6x2¾x¼	C	66¼	31	37¼	39x2	48x2½	N	10
11	Own	D.Own	Own	U	3	. . . .	Own	Own	S½	. .	4.9	15.5	Own	. . . .	. . .	. .	. . . .	. . . .	. .	. . . .	. . . .	. . . .	. . . .	. . . .	. .	11
12	Lon	P.Lon	W-G T9	U	4	No	Spl 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6¼x2¼x¼	C	84	47½	32	40x2	54x2½	N	12
13	Lon	P.Own	Own	U	4	No	M.M.	Own	S½	H	4.86	16.1	Own	B4IM	308	4I	Jac	6x2¼x¼	P	87	48	34	38x2	50¼x2½	N	13
14	Mod	P.M.M.	W-G T9	U	4	No	M.M.4	Own 702	SF	H	6.16	39.5	Own 101	BE4IM	212	TX	Ros	5½x2¾x¼	. .	53¾	32½	. . . .	40x2	46x2½	. .	14
15	Lon	P.B&B	W-G T-9	U	4	. . . .	Blo	Own	2R	. .	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2¼x¼	P	96	55	34	36x2¼	48x2½	. .	15
																							1 Ton			
16	Fed	P.B&B	War T9	U	4	. . . .	Spl300	Tim 51000H	B	H	6.20	39.7	Tim 11710H	L4IH	424	. . . .	Gem	5¼x3¼x¼	. .	96	53½	34	38x2¼	50x2¼	N	16
17	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	. .	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x¼	P	103½	63	34	36x2¼	48x2½	N	17
18	Per	D.Jon	W-G T9	U	4	No	Blo	Tim53200BF	BF	H	5.66	36.3	Tim 3000	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	18
19	G&O	P.B&B	W-G T9	U	4	No	Spl	Tim 53200H	B¾	H	5.6	36.3	Tim 30000H	L4IH	380	4I	Ros	5¾x3¾x¼	C	106½	58½	34	40x2¼	54x2½	½	19
20	G&O	P.B&B	W-G	U	4	No	Spl 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x¼	T	93	51½	34	42x2	50x2½	½	20
21	Fed	P.	Own	U	4	No	3	Own	S½	H	5.6	36.1	Own	O4IH	206	TX	Han	6–2¾x¼	C	85⅞	50	37⅞	39x2	48x2½	N	21
22	Fed	P.	Own	U	4	No	3	Own	S½	H	5.1	33.4	Own	O4IH	206	TX	Han	6–2¾x¼	C	85⅞	50	37⅞	39x2	48x2½	N	22
23	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x¼	T	96	58¾	34	39¼x2	49x2½	½	23
24	Own	. . . .	Own	U	4	. . . .	U-P	Cla	S¾	. .	5.67	37.2	Own	L4IH	. . .	. .	. . . .	. . . .	P	. . . .	. . . .	. . . .	. . . .	. . . .	. .	24
25	Lon	P. Lon	Cov F4B	U	4	No	Spl 3	Tim 52200H	SF	H	5.83	37.3	Tim 11703H	L4IH	. . .	TX	Ros	6¼x2¾x¼	C	88	54½	32	40x2	54x2½	N	25
26	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	. .	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x¼	P	103½	63	34	36x2¼	48x2½	N	26
27	Lon	P.Own	Own	U	3	No	M.M.	Own	S¼	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x¼	P	87	48	34	38x2	50¼x2½	½	27
28	Lon	P.Own	Own	U	3	No	Own	Own	S½	U	5.43	35.7	Own	O4IM	361	2I	Jac	6x2¼x¼	P	86½	51¼	37	36x1¾	45x2½	N	28
29	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	29
30	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	30
31	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	R	. . . .	. . . .	Tim 11703 H	L4IH	. . .	TX	Ros	5x2¼x¼	C	86	. . . .	34	41x2¼	50x2¼	N	31
32	Lon	P.B&B	B-L	U	3	No	Spl 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x¼	C	96	56	34	37x2¼	52x2½	N	32
33	Per	P.B&B	Ful Wo-BB	U	4	No	Spl 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710-H	L4IH	378	TX	Han	5½x2x¼	C	96	54	31⅛	38x2	52½x2½	N	33
34	Per	P.B&B	Ful Wo-BB	U	4	No	Spl 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH	378	TX	Han	5½x2x¼	C	108	66	31⅛	38x2	52½x2½	N	34
35	Lon	P.B&B	W-G T-9	U	4	. . . .	Blo	Own	2R	. .	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2¼x¼	. .	106¾	63	34	36x2¼	48x2½	N	35
36	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20B	2R	. .	5.14	25.5	Col 5530	L4IH	297	FX	Han	6x2½x¼	. .	103½	63	34	36x2¼	48x2½	N	36
37	McC	P.B&B	War	U	3	No	Spl	Adams	S½	H	4.7	15.6	Adams	S4IM	178	4I	War	5½x2x¼	C	52¾	26	41	36x1¾	55x2	N	37
38	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	. .	5.1	25.5	Col 5530	. . . .	. . .	. .	Han	6x2½x¼	. .	103½	63	34	36x2¼	48x2½	N	38
39	Per	P.B&B	War	U	4	No	Spl	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2½x¼	C	96	57	34	38x2½	50x2½	N	39
40	Fed	P.B&B	War	U	4	No	Spl	Sal	SF	H	5.6	35.8	Sal	B4IM	. . .	TX	Ros	6x2¼x¼	C	77	40	32	38x2½	50x2½	N	40
41	Fed	P.B&B	War	U	4	No	Spl	Sal	SF	H	5.6	35.8	Sal	B4IM	. . .	TX	Ros	6x2¼x¼	C	77	40	32	38x2½	50x2½	N	41
42	Per	P.Lon	WGT9	U	4	No	Spl 3	Tim 53200H	SF	H	6.38	40.8	Tim 30000H	L4IH	377	TX	Ros	6¼x2¾x¼	T	126	70	34	38x2½	54x2½	N	42
																							1¼Ton			
43	Per	D.B-L	B-L 31	U	3	No	Blo	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x¼	T	Opt	Opt	34	35½x2¼	51x2½	N	43
44	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x¼	P	87	48	34	38x2	50¼x2½	N	44
45	Lon	P.Own	Own	U	3	No	Own	Own	S½	U	5.43	35.7	Own	O4IM	361	2I	Jac	6x2¼x¼	P	86½	51¼	37	36x1¾	45x2½	N	45
46	McC	P.B-L	B-L	U	3	No	Spl	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3x¼	C	52¼	44½	34	40¼x2½	38¼x2½	N	46
47	McC	P.B-L	B-L	U	3	No	Spl	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3¼x¼	C	99	54¼	34	40x2¼	54x2½	N	47
48	Lon	P.B&B	B-L	U	4	No	Spl 2	Col	S½	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x¼	C	96	56	34	37x2¼	52x2¼	½	48
49	Per	P.B&B	FulWO-BB	U	4	No	Spl 3	Tim 52200H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60¼	32	38x2	57½x2½	½	49
50	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000 H	SF	R	5.83	29.2	Tim 11703 H	L4IH	413	TI	Ros	5½x1¼x¼	C	101	56	. . . .	38x2¼	48x2½	N	50
																							1½Ton			
51	Per	B-L	B-L 214	U	4	. . . .	Spl	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4ID	330	TX	Ros	6x3½x¼	C	108	71	34	38x2½	54x2½	N	51
52	Fed	P.B&B	War T9	U	4	. . . .	Spl	Tim 52200H	B	. .	6.50	39.7	Tim 11710H	L4IH	437	. . . .	Ros	5¾x3¾x¼	C	118	66½	34	38x2¼	50x2¼	N	52
53	Per	dp.Lon	Own T	U	4	No	Spl	Own 8A	SF	H	5.22	27.9	Tim 14703H	LO4ID	460	2IM	Ros	6¼x3x¼	C	115¼	63½	34	40x2½	54x3	N	53
54	G&O	P.B&B	. . . . .	U	4	No	Spl	Tim	SF	H	5.66	36.2	Col	CB4IM	. . .	TX	Ros	5½x2½x¼	C	95	55	34	37x2¼	52x2½	½	54
55	G&O	P.B&B	. . . . .	U	4	No	Spl 3	Tim	SF	H	5.83	37.4	Col	CB4IM	. . .	CD	Ros	5½x2½x¼	C	113	67	34	37x2¼	52x2½	½	55
56	Har	P.Own	Own	U	4	. . . .	Own	Own	S½	. .	4.88	30.0	Own	. . . .	. . .	. .	Own	. . . .	. .	86½	51¼	. . . .	. . . .	. . . .	. .	56
57	Har	P.Own	Own	U	4	No	Own 2	Own	S	. .	5.43	33.5	Own	O4IM	170	2I	Own	7x2½x7¼	C	112½	77¼	37	36x1¾	45x2½	N	57
58	Per	D.B-L	B-L 31	U	3	No	Blo	Cla 501	B¼	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x¼	T	Opt	Opt	34	35½x2¼	51x2½	N	58
59	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	. .	6.5	34.8	Tim 35000H	L4IH	394	FX	Han	6x3¼	P	144	90	34	40x2¼	54x3	½	59
60	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	. .	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x¼	P	133½	83 . .	34	36x2¼	48x2½	N	60
61	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	61
62	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	360	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	62
63	Per	P.B-L	B-L 214	U	4	No	Spl	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH	380	TX	Ros	5½x2½x¼	T	Opt	Opt	34	38x2½	50x2½	½	63
64	Per	P.B&B	Own	U	4	No	Spl	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5½x3x¼	T	96	53	34	38x2¼	50x2½	N	64
65	Per	P.B&B	Own	U	4	No	Spl	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5½x3x¼	T	96	55	34	38x2¼	50x2½	N	65
66	Per	P.B&B	W-G T9	U	4	No	Spl 3	Tim 53200H	BF	H	6.60	42.3	Tim 30000H	L4IH	380	TX	Ros	5½x3¾x¼	C	105	57	34	40x2¼	54x2½	½	66
67	G&O	P.B&B	W-G	U	4	No	Spl 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x¼	T	93	51½	34	42x2	50x2½	½	67
68	Fed	P.	Own	U	4	No	Own 2	Own	SF	H	5.67	37.1	Own	O4IH	187	TX	War	7x2¾x¼	C	88½	52½	37½	39x2	48x2½	N	68
69	Fed	P.	Own	U	4	No	Own 2	Own	SF	H	5.67	37.1	Own	O4IH	187	TX	War	7x2¾x¼	C	88½	52½	37½	39x2	48x2½	N	69
70	Fed	P.	Own	U	4	No	Own 3	Own	SF	H	5.67	37.1	Own	O4IH	229	TX	War	8x2¾x¼	C	141¼	81½	37½	39x2	48x2½	½	70
71	Fed	P.	Own	U	4	No	Own 3	Own	SF	H	5.67	37.1	Own	O4IH	229	TX	War	8x2¾x¼	C	141¼	81½	37½	39x2	48x2½	½	71
72	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	6.38	41.4	Own	O4IH	311	TX	Han	7½x2½x¼	C	119½	62¾	34	40x2½	56x3	N	72
73	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	6.38	41.4	Own	O4IH	311	TX	Han	7½x2½x¼	C	136¼	87¾	34	40x2½	56x3	N	73
74	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	59	42	31	34½x2½	½	74
75	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¾x¼	T	110	72	31	46x2½	52x2½	½	75
76	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	72	31	46x2½	52x2½	½	76
77	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	. . .	2I	Ros	5x3x¼	C	. . . .	. . . .	34	39x2½	50x2½	N	77
78	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	. . .	2I	Ros	5x3x¼	C	. . . .	. . . .	34	39x2½	50x2½	N	78
79	Per	P. Lon	W-G T9	U	4	No	Spl	Tim 53600H	BF	H	5.14	32.9	Tim 30010H	L4IH	257	TX	Ro-	5x3x¼	C	120	65¾	34	32¾x2	50x2½	N	79
80	Per	P. Lon	W-G T9	U	4	No	Spl 3	Tim 52200H	B½	H	5.83	37.3	Tim 11706H	L4IH	282	TX	Ros	5x3x¼	C	132	84	34	32¾x2½	50x2½	N	80
81	Lon	P.B&B	W-GT9	U	4	No	Spl 2	Cla B374	SF	H	6.38	40.8	Cla 212	L4IH	377	TX	Gem	6x2¾x¼	C	106	54¾	34	38x2¼	50x2½	N	81
82	Lon	P.B&B	W-G T9	U	4	No	Spl 2	Cla B 374	SF	H	5.67	36.3	Cla 212	L4IH	377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2½	N	82
83	Lon	B-L	B-L 214	U	4	No	Spl 3	Tim 53200H	FF	H	5.14	32.9	Tim 30000H	L4IH	. . .	TX	Ros	6¼x2¾x¼	C	108	60¼	32	40x2	54x2½	N	83
84	Lon	B-L	B-L 214	U	4	No	Spl 3	Tim 52200H	FF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¾x¼	C	106	68½	32	40x2	54x2½	N	84
85	Lon	B-L	B-L 314	U	4	No	Spl 3	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	85
86	Per	D.Det	Cot A	A	4	Op	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5¼x2¼x¼	C	112	81	36	42¾x2½	52¾x2½	½	86
87	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x¼	C	81½	51¾	38¼	30½x2¾	36x2¼	N	87
88	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x¼	C	81½	51¾	38¼	30½x2¾	36x2¼	N	88
89	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	. .	6.8	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3¼	P	144	90	34	40x2¼	50x3	½	89
90	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	. .	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x¼	P	133½	83	34	36x2¼	48x2½	N	90
91	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x¼	P	87	48	34	38x2	50¼x2½	N	91
92	Lon	P.Own	Own	U	4	No	Own	Own	S½	U	5.43	35.7	Own	O4IM	361	2I	Jac	6x2¼x¼	P	86½	51¼	37	36x1¾	45x2½	N	92
93	Lon	P.Own	Own	U	4	Op	Spl	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x¼	P	87	4.3	34	38x2	50¼x2½	N	93
94	Lon	D.Own	Own	U	4	Op	Spl	Own	S½	H	5.83	29.6	Own	B4IM	377	TX	Jac	6x2¼x¼	P	87	48	34	38x2	50¼x2½	N	94
95	Per	P.B&B	Cla B312	U	4	No	Spl	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	32½x2¼	54x2½	N	95
96	Per	P.B&B	Cla B312	U	4	No	Spl	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	38½x2¼	54x2½	N	96
97	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 53200 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	97
98	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	98
99	Chl	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	. . . .	Tim 11703 H	L4IH	380	TX	Ros	5¼x2¾x¼	C	110	. . . .	34	41x2¼	50x2½	N	99
100	Own	D.B-L	B-L 35	U	4	. . . .	Blo	Tim	BF	. .	5.1	. . . .	Tim	L4IH	. . .	TX	Ros	. . . . .	P	110	66	34	41x2¼	50x2½	. .	100
101	Chl	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF	. .	5.1	. . . .	Tim	L4IH	. . .	TX	Ros	. . . . .	C	110	66	34	41x2¼	30x2½	. .	101
102	McC	P.B&B	B-L	U	3	No	Spl	Cla	S½	H	5.5	26.4	Shu	K2IM	432	2I	Ros	5½x3¼x¼	C	99	54	34	40x2¼	54x2½	N	102
103	Lon	P.B&B	B-L	U	4	No	Spl 3	Col	SF	H	5.12	20.8	Col	C4IM	292	TX	Ros	5½x2½x¼	C	114	68	34	37x2¼	52x2½	N	103
104	Mod	P.M.M.	War T-9	U	4	No	MM.4	Own 702	SF	H	6.16	39.5	Own 101	BE4IM	212	TX	Ros	5½x2¾x¼	T	93¾	53¾	32½	40x2	46x2½	N	104
105	Mod	P.M.M	.M.M. "O"	U	3	No	MM.4	Own 701	SF	H	6.16	47.3	Own 101	BE4IM	212	TX	Ros	5½x2¾x¼	T	93¾	53¾	32½	40x2	46x2½	N	105
106	Mod	P.Roe	W-G T9	U	4	No	M.M.5	Own 710	SF	H	5.28	33.8	Own 105	B4IM	287	2I	Ros	7x2¾x¼	T	93¾	53¾	32½	40x2	46x2½	½	106

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1½ Ton—Cont'd																									
1	International...A-3½	1250	136	160	10100	3600	B 6.00/20	DB6.00/20	Lyc SAH	6-3¼x4½	224.0	25.3	54–2700	L	G	A	2⅜	8⅛	4	PC	No	Zen	M	D-R	D-R	1
2	International...AL-5	1450	138	164	.....	4032	B 6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	224	25.3	54–2700	L	G	A	2⅜	8⅛	4	PC	No	Zen	V	D-R	D-R	2
3	Kenworth 85 1½,2 Ton	1275	...	...	.....	.....	B7.00/20	B7.00/20	Con 18E	6-3⅝x4	214	27.3	61–3000	L	C	A	2⅜	9⅛	7	CC	No	Zen	M	D-R	D-R	3
4	Kleiber.....80	....	140	152	8000	3625	B 7.00/20	B 7.00/20	Con 18E	6-3⅝x4	214.7	27.3	61–3000	L	C	C	2⅜	8⅛	7	FP	No	Str	V	D-R	D-R	4
5	LaFrance-Republic C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61–2750	L	G	C	2⅜	9	4	PC	No	Zen	V	A-L	A-L	5
6	Lange.....R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6-3¾x4½	298.0	33.7	67–2400	L	G	C	2⅜	13½	7	PC	No	Zen	M	A-L	A-L	6
7	Larrabee.....25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65–2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	G	D-R	D-R	7
8	LeMoon.....HB10	1500	140	152	10000	3300	B 6.50/20	B 6.5020	Con 16C	6-3⅜x4⅝	248.0	27.3	65–2800	L	C	C	2⅜	10⅜	7	PC	No	Str	G	D-R	D-R	8
9	Maccar.....36A	2050	155	171	10100	4800	B 7.00/20	DB7.00/20	Bud H-298	6-3⅜x4½	298.0	33.7	83–2800	L	G	C	3	9¾	7	FP	No	Str	M	D-R	D-R	9
10	Mack.....BL	2500	138	148	.....	.....	B 6.00/20	DB6.00/20	Own BL	6-3¼x5	248.9	25.4	58–2600	L	G	C	2⅜	10⅜	7	FP	Ha	Str	V	N-E	N-E	10
11	Netco.....A	2800	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68–2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	11
12	Relay.....40CA	3040	168	...	.....	5550	P 34x5	DP34x5	Bud DW6	6-3¼x5	331	33.7	64–2100	L	G	C	2⅜	9	4	PC	No	Zen	V	A-L	A-L	12
13	Relay.....S 11	1900	162	...	.....	4500	P 30x5	DP30x5	Bud HS 6	6-3⅝x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	13
14	Reo.....1A, 1C	625	136	160	8000	2930	B 6.00/20	P 32x6	Own	4-3⅛x4½	205.0	23.3	51–2500	L	G	B	3	8⅛	5	FP	No	Zen	M	D-R	D-R	14
15	Reo.....1B, 1D	725	136	160	8000	2970	B 6.00/20	P 32x6	Own	6-3¼x4	214.7	27.3	61–3000	L	G	B	3	10⅛	7	FP	No	Zen	M	D-R	D-R	15
16	Reo.....DFX Tonner	1095	135	135	9000	3200	B 6.00/20	DB6.00/20	Own	6-3⅜x5	268.3	27.3	85–3200	L	C	A	2¾	12	7	CC	No	Sch	V	D-R	D-R	16
17	Reo.....DFX Tonner	895	135	135	9000	3200	B 6.00/20	P 32x6	Own	6-3⅜x5	268.3	27.3	85–3200	L	C	A	2¾	12	7	CC	No	Sch	V	D-R	D-R	17
18	Rugby.....6-15	865	135	...	7150	2850	B 5.50/20	P32x6	Con 22A	6-3¼x4	199.0	25.3	71–3300	L	C	S	2⅜	6⅞	4	PC	No	Str	M	A-L	A-L	18
19	Rugby.....616	920	154	...	7150	3110	B 5.50/20.	B 5.50/20	Con 22A	6-3¼x4	199.0	25.3	71–3300	L	C	S	2⅜	6⅞	4	PC	No	Str	M	A-L	A-L	19
20	Schacht..10H, 1½-2½	....	156	195	.....	4450	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65–2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	20
21	Service.....40	2990	168	...	.....	4700	P 34x5	DP34x5	Bud DW 6	6-3¼x5	331.0	33.7	64–2100	L	G	C	2⅜	7⅜	4	PC	No	Zen	V	A-L	A-L	21
22	Service.....S11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS6	6-3⅝x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	22
23	Sterling.....FB30	795	142	162	.....	3300	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72–3300	L	C	A	2⅜	6⅜	4	CC	.....	Zen	M	D-R	D-R	23
24	Stewart.....40XA	995	145	176	.....	3460	B 6.50/20	DB6.50/20	Lyc SA	6-3¼x4⅜	224	25.3	61–2600	L	G	C	2⅜	7¾	4	PC	No	Str	V	D-R	D-R	24
25	Studebaker.....S-20	695	130	160	.....	2840	B 6.00/20	P 32x6	Own	6-3¼x4¼	205	25.0	70–3200	L	C	C	2⅜	9	4	CC	.....	Str	M	D-R	D-R	25
26	White..602...1½-2T	2050	138	157	10000	4050	B 7.00/20	Own 2A	6-3½x4½	260	29.4	54–2100	L	C	S	2⅜	10¼	7	FP	No	Zen	V	D-R	D-R	26
27	Wichita.....6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3⅜x4⅜	315.	27.3	70–2200	L	G	C	2⅜	12½	7	CC	Wa	Str	V	D-R	D-R	27
28	Willys Six.....C-131	595	131	131	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3¼x3⅞	193.0	25.3	65–3400	L	C	C	2⅜	6⅛	4	CC	No	Til	M	A-L	A-L	28
29	Willys Six.....C157	630	157	157	7000	2900	B5.50/20	P 32x6	Own C-157	6-3¼x3⅞	193.0	25.3	65–3400	L	C	C	2⅜	6⅛	4	CC	No	Til	M	A-L	A-L	29
30	Witt-Will.....S15B	2100	147	...	10500	4500	P 30x5	DP30x5	Con S4	4-4¼x4½	255.3	28.9	50–2200	L	C	C	2¼	8⅜	3	PC	No	Zen	V	D-R	D-R	30
31	Witt-Will.....C15B	2200	158	...	10500	5170	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	248.2	27.3	66–3200	L	C	C	2⅜	10⅛	7	FC	No	Zen	M	D-R	D-R	31
32	Woods.....32	1995	160	Op	.....	4400	B 6.50/20	DB6.50/20	Her WXA-2	6-3½x4½	260	29.4	60–2400	L	G	C	2⅜	13⅛	7	PC	No	Str	M	A-L	A-L	32
33	World.....DB-60	1545	150	166	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224	25.3	61–2750	L	G	C	2⅜	7⅛	4	PC	No	Zen	V	A-L	A-L	33
	1¾ Ton																									
34	Condor.....CB	1460	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61–2900	L	G	C	2⅜	8⅛	4	PC	No	Zen	V	A-L	A-L	34
35	Federal.....F7	1525	132	152	10000	3765	P 30x5	DP30x5	Con 16C	6-3⅝x4⅝	248.0	27.3	64–2500	L	C	C	2⅜	10⅜	7	PC	KP	Zen	M	D-R	D-R	35
36	Gramm.....B	....	140	196	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61–2900	L	G	C	2⅜	8⅛	4	PC	No	Zen	V	A-L	A-L	36
	2 Ton																									
37	Acme.....4X	....	179	Op	12500	5500	B7.50/20	DB7.50/20	Con 16R	6-4x4¼	311	38.4	73–2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	37
38	Atterbury.....G	....	160	160	10000	3955	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	62–2800	L	G	C	2⅜	....	4	CC	....	Zen	G	A-L	A-L	38
39	Atterbury.....45	....	175	188	12000	5300	B 7.50/20	DB7.50/20	Lyc ASB	6-3⅝x4½	278.6	31.6	85–3000	L	G	C	2⅝	....	4	CC	....	Zen	M	A-L	A-L	39
40	Autocar.....A	3200	150	192	12000	5400	P 34x7	P34x7	Own	6-4x4¾	358.0	38.4	82–2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	40
41	Autocar.....D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82–2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	41
42	Available.....T12	....	Op	Op	11000	3850	B 6.50/20	B 6.50/20	Wau ZK	6-3⅜x4½	221	27.3	62–3000	L	G	C	2⅜	6⅞	4	FP	No	Sch	M	D-R	D-R	42
43	Available.....T-20	....	Op	Op	13500	5000	P 7.00x20	DP7.00x20	Wau TL	6-3⅜x4¾	255	27.3	69–2600	L	G	C	2⅜	7⅝	4	FP	No	Sch	M	D-R	D-R	43
44	Brockway.....92	....	149	168	9200	4250	P 32x6	DP32x6	Con	6-3⅜x4⅝	248.0	27.3	65–2700	L	C	C	2⅜	10⅛	7	CC	No	Zen	M	A-L	A-L	44
45	Brockway.....120	....	156	170	12000	5400	P 32x6	DF32x6	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	No	Zen	M	A-L	A-L	45
46	Chicago.....1-15-E	....	150	174	10000	4200	B 6.50/20	DB6.00/20	Wau ZK	6-3⅜x4½	222.0	27.3	62–3000	L	G	C	2⅜	6⅛	4	FP	No	Zen	M	D-R	D-R	46
47	Clinton.....45	2840	162	Op	11000	4875	S 34x4°	DS34x4°	Bud KTU	4-4x5¼	263.9	25.6	43–2000	L	G	C	2½	9⅛	3	PC	No	Zen	Spl	D-R	D-R	47
48	Commerce.....40	3240	168	185	.....	4900	P 36x8	Bud DW6	6-3¾x5	331.0	33.7	64–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	48
49	Commerce.....S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3¾x4½	241.6	27.3	53–2200	L	G	C	2½	8	4	PC	No	Zen	V	A-L	A-L	49
50	Concord.....GX-6	3000	163	185	11640	5140	P 32x6	DP32x6	Bud DW6	6-3¾x5	330.0	33.7	73–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	50
51	Condor.....CCV4	1085	131	180	12000	3900	B 6.50/20	DB6.50/20	Con W11	4-4⅛x4¼	227.0	27.2	55–2600	L	C	C	2½	5⅞	3	PC	No	Til	M	A-L	A-L	51
52	Condor.....CCV6	1230	131	180	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.2	27.2	70–3000	L	C	C	2½	10	7	FP	No	Til	M	A-L	A-L	52
53	Condor.....CC	1760	160	196	14000	4800	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅜x4½	278.6	31.5	82–2600	L	G	C	2⅜	9⅛	4	PC	No	Zen	M	A-L	A-L	53
54	(Z)Corbitt.....9B6	....	152	183	11900	4200	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65–2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	M	D-R	D-R	54
55	(Z)Corbitt.....10B6	....	169	169	10100	3950	B 6.50/20	DB6.50/20	Con 25A	6-3⅜x4	214.7	27.3	61–3000	L	C	A	2⅜	6⅜	4	FP	.....	Zen	M	D-R	D-R	55
56	Day-Elder.....110	1825	156	186	11000	4800	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65–2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	M	D-R	D-R	56
57	Diamond T.316	1195	155	167	11500	4400	B6.50/20	Her JXB	6-3½x4½	263	31.5	65–2400	L	G	C	2½	10⅛	7	PC	No	Zen	M	A-L	A-L	57
58	Diamond T.303F-2-2½	1695	160	185	13500	4875	B 7.00/20	Her WXB	6-3¾x4½	298.0	33.7	62–2600	L	G	C	2½	13¼	7	PC	Ha	Zen	M	A-L	A-L	58
59	Dodge Bros.....F-40	1995	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6-3⅜x5	309.6	31.5	96–3000	L	G	S	2⅜	11⅜	7	FP	Ha	Ste	M	D-R	D-R	59
60	Dodge Bros.....F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6-3⅜x5	309.6	31.5	96–3000	L	G	S	2⅜	11⅜	7	FP	Ha	Ste	M	D-R	D-R	60
61	Douglas.....CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43–2000	L	G	C	2½	9⅛	3	PC	Bu	Zen	V	R-Bo	I	61
62	Douglas.....C4	3275	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43–2000	L	G	C	2½	9⅛	3	PC	Bu	Zen	E	L-N	L-N	62
63	Douglas.....C6	3425	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6-3¾x5	331.3	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	63
64	Duplex.....S	3600	160	...	12500	5600	P 32x6	P 36x8	Bud DW6	6-3¾x5	330	33.7	61–2100	L	G	C	2⅛ r	9	4	FP	No	Str	V	A-L	A-L	64
65	Fageol.....135	1900	161	177	.....	5150	P 30x5	DP30x5	Wau TL	6-3⅜x4¾	255	27.3	68–2500	L	G	A	2⅜ r	7⅝	4	FP	No	Zen	M	D-R	D-R	65
66	Federal.....A6	1855	151	176	13500	4580	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	65–2600	L	A	C	2⅜	10⅛	7	PC	KP	Zen	V	D-R	A-L	66
67	Fisher-Standard...20A	....	156	162	10000	3850	P 32x6	P 34x7	Con 16C	6-3½x4⅝	248.2	27.2	65–2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	M	A-L	A-L	67
68	F.W.D.....BTL-6	3000	137	160	11500	6000	P 36x8	Wau MS	6-3¾x4¾	331.0	33.7	72–2500	L	G	C	2½	12⅜	7	PC	Wa	Zen	M	R-Bo	N-E	68
69	F.W.D.....H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	6-3¾x4¾	315	33.7	72–2500	L	G	C	2½	12⅜	7	PC	Wa	Zen	V	Els	N-E	69
70	Garford.....40	3240	168	185	.....	4900	P 36x8	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	70
71	Garford.....S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3⅝x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	71
72	(X)Gen.Mot..T-18....	620	131	157	8200	2920	P 30x5	DP 30x5	Own 200	6-3⅛x3⅝	200.3	26.3	60–3000	L	C	B	2⅛ r	5⅝	3	CC	No	Mar	M	D-R	D-R	72
73	(X)Gen. Mot.....T19	840	130	164	10000	3330	B 6.00/20	DB 6.00/20	Own 200	6-3⅛x3⅝	200.3	26.3	60–3000	L	C	B	2⅛ r	5⅝	3	CC	No	Mar	M	D-R	D-R	73
74	(X)Gen. Mot.....T25	1285	130	152	9000	3580	B 7.00/20	DB7.00/20	Buick	6-3⅛x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	74
75	(X)Gen. Mot.....T-26	1360	130	164	11000	3685	B 6.50/20	B 8.25/20	Own 257	6-3⅛x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	75
76	(X)Gen. Mot.....T30	1545	141	164	12500	4490	P 30x5	DP30x5	Buick	6-3⅛x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	76
77	Gotfreson.....RB46	....	...	...	.....	12100	4800	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86–3000	L	G	C	3	9⅞	7	FP	Ha	Zen	M	D-R	D-R	77
78	Gramm.....CX4, 2-	1095	131	210	12000	3950	B 6.50/20	DB 6.50/20	Con W-20	4-4½x4¼	227.0	27.2	55–2600	L	C	C	2½	5⅞	3	PC	No	Til	M	A-L	A-L	78
79	Gramm.....CX6, 2-	1295	131	210	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.2	27.3	70–3000	L	C	C	2½	10	7	FP	No	Til	M	A-L	A-L	79
80	Gramm.....C, 2-		160	224	14000	4820	B 7.00/20	DB7..00/20	Lyc ASB	6-3⅝x4½	278.6	31.5	85–3000	L	G	A	2⅜	9⅛	4	PC	No	Zen	M	A-L	A-L	80
81	G-P 45-6, 2-3 Ton....	2320	157	161	9500	4300	B7.50/20	DB7.50/20	Lyc	6-3⅜x4½	241.6	27.3	70–2800	L	G	C	2⅜	8⅛	4	PC	No	Str	M	A-L	A-L	81
82	G-P 45-8, 2-3 Ton....	2320	142	161	9500	4400	B7.50/20	DB7.50/20	GU	8-3x4¼	268.0	28.8	90–3300	L	G	A	2⅜	8⅛	5	PC	No	Str	M	A-L	A-L	82
83	Hahn & Selden 37	....	151	...	10000	4800	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65–2760	L	G	C	2⅜	10⅛	7	FP	No	Zen	V	A-L	A-L	83
84	Hug.....22	....	160	195	10080	5200	P 30x5	DP30x5	Bud HS6	6-3⅝x4½	241.6	27.3	57–2200	L	G	C	2⅜	8⅛	4	PC	Bu	Zen	V	A-L	D-R	84
85	Hug.....23	....	166	191	11620	5620	B7.00/20	DB7.00/20	Bud H298	6-3¾x4½	298	33.7	86–3000	L	G	C	3	9⅞	7	PC	No	Zen	V	A-L	D-R	85
86	Hug.....60	....	118	...	12260	5700	P 32x6	DP32x6	Bud WTU	4-3⅜x5⅛	226.4	22.5	37–1850	L	G	C	2⅛	7⅛	3	PC	No	Zen	V	Els	D-R	86
87	Indiana.....120	....	156	170	12000	5400	P 32x6	DP32x6	Con	6-4x4⅛	311	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	No	Str	M	A-L	A-L	87
88	Indiana.....111XW	....	120	120	12500	3730	P 32x6	DP32x6	Her	4-4x5	251.3	55.6	26–2000	L	C	C	2	9⅛	3	CC	No	Str	G	Els	Non	88
89	International.....A-4	1750	145	185	.....	5221	P 32x6	Own FBB	6-3¾x4½	270	31.5	67–2600	H	G	C	2½	13⅜	7	PC	Ha	Zen	V	D-R	D-R	89
90	Kenworth 101B.2,2½T	2050	...	...	.....	.....	B 7.50/20	DB7.50/20	Bud H298	6-3½x4½	298.2	33.7	80½–2800	L	C	C	3	9⅞	7	FP	No	Zen	M	D-R	D-R	90
91	Kleiber.....100	....	158	170	10000	4100	B 7.00/20	DB7.00/20	Bud H260	6-3½x4½	259.9	29.4	75–3000	L	C	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	91
92	LaFra.-Republic .D-1	....	144	175	9000	3750	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61–2750	L	G	C	2⅜	8⅛	4	PC	No	Zen	V	A-L	A-L	92
93	Lange.....L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	74–2400	L	G	C	2⅜	13½	7	PC	Pe	Str	M	A-L	A-L	93
94	Larrabee.....35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65–2700	L	C	C	2⅜	10⅛	7	FP	No	Zen	G	D-R	D-R	94
95	LeMoon.....HB18	2000	163	190	12000	3900	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248	27.3	65–2800	L	C	C	2⅜	10⅛	7	PC	No	Str	G	D-R	D-R	95
96	Maccar.....40A	2400	155	183	12400	5350	P 32x6	DP32x6	Bud H298	6-3¾x4½	298.0	33.7	83–2800	L	G	C	3	9⅞	7	FP	No	Str	M	D-R	D-R	96
97	Mack.....BG	3000	138	148	.....	.....	P 32x6	DP32x6	Own BG	6-3⅝x5	309.6	31.5	75–2600	L	G	A	2⅜	10⅛	7	FP	Ha	Str	V	N-E	N-E	97
98	Moreland.....RR-7	2025	148	...	9300	4000	P 32x6	P 32x6	Con 16C	6-3⅝x4⅝	248.3	27.3	70–1300	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	A-L	A-L	98
99	Netco.....B	3000	155	183	9500	5000	B 7.00/20	B 7.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68–2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	99
100	Noble.....146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud HS6	6-3⅝x4½	241.6	27.3	57–2500	L	G	C	2⅜	8⅛	4	FP	Bu	Str	V	A-L	A-L	100
101	Omort.....200	....	124	148	11500	4800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46–2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	101
102	Pierce-Arrow.....PT		160	200	12000	5600	B 7.50/20	DB7.50/20	Own	6-3¼x4½	298	33.7	70–2600	L	G	C	2⅝	13¼	7	FP	Han	Zen	M	D-R	D-R	102
103	Relay.....40CB	3290	168	...	.....	5750	P 36x6	DP36x6	Bud DW6	6-3¾x5	331	33.7	64–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	103
104	Relay.....S11	2030	162	...	.....	4700	P 32x6	DP32x6	Bud HS6	6-3⅝x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	104
105	Relay.....50	3860	161	...	13600	6800	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	105
106	Reo.....FAX	1295	137	156	11000	3525	B 6.50/20	DB6.50/20	Own	6-3½x5	268.3	27.3	70–2800	L	C	A	2½	12	7	CC	No	Sch	V	D-R	D-R	106
107	Reo.....FEX	1395	152	156	11000	3700	B 6.50/20	DB6.50/20	Own	6-3½x5	268.3	27.3	70–2800	L	C	A	2½	12	7	CC	No	Sch	V	D-R	D-R	107
108	Reo.....FFX	1395	156	156	11000	3750	B 6.50/20	DB6.50/20	Own	6-3½x5	268.3	27.3	70–2800	L	C	A	2½	12	7	CC	No	Sch	V	D-R	D-R	108
109	Schacht.....10HA,2-3	....	156	195	.....	4500	B 7.00/20	B 7.00/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65–2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	109
110	Schacht.....20H,2-3	....	160	207	.....	5100	B 7.50/20	DB7.50/20	Her WXB	6-3¾x4½	298.0	33.7	66–2200	L	G	C	2½	13¼	7	PC	No	Zen	G	A-L	A-L	110
111	Service.....40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64–2100	L	G	C	2½	7¾	4	PC	No	Zen	V	A-L	A-L	111
112	Service.....S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3½x4½	241.6	27.3	53–2200	L	G	C	2½	8	4	PC	No	Zen	V	A-L	A-L	112
113	Sterling.....FB45	1485	159	182	.....	4230	B6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.	28.0	66–3000	L	C	C	2⅜	9⅛	7	CC	.....	Zen	M	D-R	D-R	113

Line Number	Radiator Make	Clutch	Gearset				Rear Axle					Front Axle	Brakes			Steering Gear Make	Frame		Body Mounting Data			Springs			Line Number
		Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Universals Make and No.	Make and Model	Final Drive and Type	Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand		Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type	
1½ Ton —Cont'd																									
1	Mod	P.Roe	WG T-7	U	4	No	M.M.5	Own 710	SF	H	5.28	33.8	Own 200	B4IM	302	2I	Ros	7x2¾x⅞	T	93⅛	53⅝	32⅛	40x2¼	46x2½	½	1
2	Mod	P.Own	W-G T7	U	4	No	M.M.5	Own 800	S½	H	6.50	42.9	Own 200	B4IM	295	2I	Ros	6½x2¼x¼	T	98⅛	55⅝	32	40x2¼	52x2½	½	2
3	Per	P.B-L	B-L 214	U	4	....	Spi	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	222	TX	Ros	5½x3x¼	P	.....	.....	34½	40x2¼	52x3	..	3
4	Mod	D.B-L	B-L 214	U	4	No	Spi 4	Tim 53200H	BF	H	5.8	34.0	Tim 30000H	L4IH	308	TX	Ros	5⅝x3¼x¼	C	101	Opt	34	38x2¼	52x2½	N	4
5	Per	P.B&B	WO-BB	U	4	No	Spi 3	Tim 52200 H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60⅞	32	38x2	57½x2½	½	5
6	Mod	D.B-L	B-L 31	U	3	No	Spi 4	Tim 54000H	BF	R	5.83	28.0	Tim 12703H	L4IH	279	CD	Ros	5x2½x⅞	P	84	56	33	38x2¼	50x2½	N	6
7	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 52300H	BF	H	5.83	37.4	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	..	7
8	Chi	D.B-L	B-L 314	U	4	No	Spi 2	Tim 53200H	BF	..	5.17	25.8	Tim 30000H	L4IH	136	TX	Ros	6x3x⅞	C	96	58	34	37½x2¼	49¼x2½	N	8
9	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	BF	R	4.86	30.6	Tim 14703H	L4IH	315	TX	Ros	6⅛x3x¼	C	117¾	74⅞	32	42x2½	54x2½	½	9
10	Own	D.Own	Own BG	U	4	No	Spi 4	Tim 52000	SF	H	4.86	24.0	Own BL	L4IH	302	FX	Gem	7x3x⅛	T	109	64⅛	33⅛	40⅞x2½	52¾x2½	N	10
11	Mod	P.B-L	B-L 214	U	4	No	Pet 2	Tim 52000H	SF	H	4.85	Opt	Tim 11703H	L4IH	229	ID	Ros	6x2½x¼	C	108	72	34	40x2½	50x3	N	11
12	Lon	D.Ful	FuMG U14	U	4	No	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	12
13	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	13
14	Per	P.Lon	Cla	U	4	No	Cle	Cla B-373	SF	H	5.6	36.9	Own	L4IH	230	TX	Ros	7x2¾x⅞	C	102⅛	60⅛	34	40x2	50x2½	..	14
15	Per	P.Lon	Cla	U	4	No	Cle	Cla B-373	SF	H	5.1	33.7	Own	L4IH	230	TX	Ros	7x2¾x⅞	C	102⅛	60⅛	34	40x2	50x2½	..	15
16	Own	dp.Lon	Clark	U	4	No	Cle	Own	S½	H	5.2	34.1	Own	L4IH	280	TX	Ros	6⅛x3¼x⅛	C	97⅛	52⅛	40⅛	38x2	50x2½	N	16
17	Own	dp.Lon	Own	U	3	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	280	TX	Ros	6⅛x3¼x⅛	C	97⅛	52⅛	40⅛	38x2	50x2½	N	17
18	MeC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	5.38	34.5	Sal	S4IM	275	TX	War	6x2¼x⅛	C	91¼	37½	34	36¾x2	50x2½	½	18
19	MeC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	6.62	....	Sal	S4IM	275	TX	War	6x2¼x⅛	C	109¼	72¾	34	36¾x2	50x2½	..	19
20	You	P.B&B	Ful Wo	U	4	No	Spi	Tim 53200H	BF	H	5.83	31.2	Tim 30000H	L4IH	380	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	20
21	Lon	D.Ful	FulMGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	21
22	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	22
23	Per	P.B&B	War	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2⅝x⅞	C	96	57	34	38x2⅛	50x2½	N	23
24	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7⅛x2¼x⅛	C	77⅛	40⅛	32	38½x2¼	50x2½	..	24
25	MeC	Lon	War T-9	U	4	....	Spi	Clark B-373	SF	H	5.66	35.8	Clark 208B	B4IM	224	....	....	6x2¾x⅛	C	85⅛	50⅛	34	36x1¼	45x2½	..	25
26	....	P.Own	Own 5B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	276	TX	Han	6x2¾x⅛	C	112	58¾	34½	.....	.....	N	26
27	You	D.Ful	Ful MLU	U	4	No	Spi 3	Own 30R	WF	H	6.5	34.8	She 3FA[10]	O2IM	320	RI	Ros	5½x2¼x⅛	C	130¾	78¾	30	40x2½	50x3	½	27
28	Fed	P.Own	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	6x2¾x⅛	C	86¾	51⅞	37	36x1¾	45x2½	N	28
29	Fed	P.Own	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	7⅛x2¾x⅞	C	121⅛	77⅛	37	36x1¾	45x2½	N	29
30	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4IH	...	TX	Ros	6x2½x¼	C	.....	.....	32	41x2½	54x3	½	30
31	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 53200H	BF	H	5.66	31 2	Tim 30000H	L4IH	...	TX	Ros	6x2½x¼	C	.....	79½	32	41x2¼	54x3	½	31
32	Chi	D.B-L	B-L	U	4	No	Blo 2	Tim	SF	H	Opt	Opt	Tim	L4IH	380	TX	Ros	6–3½x¼	C	Opt	Opt	34	40x2¼	49x2½	½	32
33	Per	dp.Lon	WG T9	U	4	No	Spi 3	Tim53200H	SF	H	6.38	40.8	Tim30000H	L4IH	377	TX	Ros	6¾x2¾x⅛	T	126	70	34	38x2½	54x2½	½	33
1¾ Ton																									
34	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60¾	34	40x2½	50x2½	½	34
35	Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H	5.83	29.2	Tim 11704 H	L4IH	413	TI	Gem	6x2¾x⅞	C	95	51	34	38x2¼	50x2½	N	35
36	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Tim 31000H	L4IH	402	FD	Ros	6x2½x¼	C	94	60¾	34	40x2¼	50x2½	½	36
2 Ton																									
37	Per	..B-L	B-L 314	U	4	....	Spi	Tim 56200H	BF	R	6.16	40.6	Tim 33000H	L4ID	578	TX	Ros	6x3½x¼	P	144	92	34	38x2½	54x2½	½	37
38	Per	P.B&B	Cov F4B	U	4	....	Spi	Tim 54200H	B	H	6.80	45.1	Tim 31000H	L4IH	450	....	Ros	5⅜x3¾x¼	..	142	81½	34	38x2½	50x7½	..	38
39	Per	P.B&B	Cov W4C	U	4	....	Spi 400	Tim 54200H	B	H	6.80	39.8	Tim 31000H	L4IH	450	....	Ros	7x3¼x¼	..	149	92	34	39x2½	56x3	..	39
40	Per	dp.Lon	Own T	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 14703H	LO4ID	460	2IM	Ros	6⅞x3x⅛	C	115¼	63⅝	34	40x2½	54x3	N	40
41	Per	dp.Lon	Own T	U	4	No	Spi	Own SD	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6⅞x3x⅛	C	115¼	63⅝	34	40x2½	54x3	½	41
42	Chi	P.Jon	W-GT9	U	4	No	Spi 3	Tim 53200 H	SF	H	6.6	42.2	Tim 30000 H	L4IH	362	TX	Ros	6x2x⅛	C	Opt	Opt	31¾	38x2¼	48x2½	½	42
43	Chi	D.B-L	B-L 224	U	4	No	Blo	Tim 54300H	SF	R	6.8	43.5	Tim 31000	L4IH	552	TX	Ros	6x2¼x⅛	P	Opt	Opt	31¾	38x2¼	50x3	½	43
44	G&O	P.B&B	.....	U	4	....	Spi	Tim	SF	R	5.83	37.4	Col	CB4IM	....	CD	Ros	5⅝x2½x⅝	C	113	67	34	37x2½	52x2½	½	44
45	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	38.5	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	45
46	Chi	D.B-L	B-L 224	U	4	No	Spi	Tim 53200H	BF	R	6.6	40.9	Tim 30000H	L4IH	....	TX	Ros	7x4x¼	P	Opt	Opt	33½	41½x2½	54x3	N	46
47	Per	D.B-L	B-L 35	A	4	No	Blo	Tim 65000 H	W½	R	7.75	41.5	Tim 15302	T2IM	153	2I	Ros	6¾x2½x⅛	T	Opt	Opt	33¼	40½x2¾	51½x3	N	47
48	Lon	D.Ful	FulMGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	48
49	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	49
50	Own	D.B-L	B-L 35	U	4	No	Blo 2	Wis 4610	RF	H	6.8	36.4	Tim 15300	W2IMV	306	TD	Ros	6x3x¼	C	Opt	85	32¼	36x2¼	46x2½	½	50
51	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	26x2½	45x2½	½	51
52	Per	D.Jon	1W–G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	52
53	Per	D.Own	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	31.0	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	53
54	Per	P.B-L	B-L 224	U	4	No	Spi	Tim 54200H	BF	H	5.57	27.8	Tim 31000H	L4IH	452	TX	Ros	7x3½x¼	T	Opt	Opt	34	38x2¼	54x3	½	54
55	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5⅝x3x¼	P	96	53	34	38x2¼	50x2½	N	55
56	Per	P.B-L	W-GT9	U	4	No	Spi 3	Tim 54200H	BF	H	6.80	44.9	Tim 31000H	L4IH	452	TX	Ros	7x3¾x¼	C	135	78½	33½	40x2¼	54x3	½	56
57	G&O	P.B&B	W-G	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IH	350	TD	Ros	7x3x⅜	C	126	72	34	42x2¼	54x3	½	57
58	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	6.38	43.7	Cla F308	L4IHV	350	TD	Ros	6½x3x¼	C	117	73⅝	34	45¼x2½	53x2½	½	58
59	Lon	P.	Own	U	4	No	Own3	Own	SF	H	6.38	43.7	Own	O4IH	350	CD	Jac	9⅛x3¼x⅞	C	124⅛	69⅜	33⅛	42x3	56¼x3½	½	59
60	Lon	P.	Own	U	4	No	Own3	Own	SF	H	6.38	43.7	Own	O4IH	350	CD	Jac	9⅛x3¼x⅞	C	144⅛	84¾	33⅛	42x3	56½x3½	½	60
61	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	61	45	31	35x2¼	48½x2½	½	61
62	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.9	44.8	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	62
63	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	63
64	Mod	D.B-L	B-L	U	4	No	Cle	Tim 65001	WF	H	6.75	36.2	Shu 5510	T2IM	...	2I	Ros	6x3½x¼	C	.....	.....	34	39x2½	50x2½	N	64
65	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54004 H	BF	H	5.83	37.3	Tim 12703 H	L4IH	...	TX	Ros	5½x3x¼	C	144	83½	....	37x2½	56x3	N	65
66	Lon	P.B&B	Own	A	4	No	P-S 4	Cla B610	SF	H	6.38	38.5	Cla F304	L4IH	450	TI	Ros	6x3½x¼	C	119	71	34	40x2¾	52x3	½	66
67	Lon	B-L	B-L 214	U	4	No	Spi 4	Tim 54200H	BF	H	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2½x¼	C	130	80½	32	40x2	54x3	N	67
68	Per	D.B-L	B-L 55	A	7	R7	Blo 4	Own HT	BF	H	6.95	34.7	Own H	O4XM	252	2I	Ros	5⅞x2¼x⅛	C	120½	86½	36	42¾x2½	52¾x2½	½	68
69	Per	D.B-L	B-L 51	U	4	No	Blo 4	Own	BF	H	8.92	47.7	Own	O4XM	252	2I	Ros	5⅞x2¼x⅛	C	115½	81½	36	42¾x2½	52¾x2½	½	69
70	Lon	D.Ful	FulMGU	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	70
71	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	71
72	Lon	P.Own	Own	U	4	No	Own	Own	S½	U	5.43	35.7	Own	O4IM	361	2I	Jac	6x2½x⅜	P	86½	51¼	37	36x1¾	45x2½	N	72
73	Lon	P.Own	Own	U	4	Op	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x⅞	P	87	48	34	38x2	50¼x2½	N	73
74	Lon	D.Own	Own	U	4	Op	Spi	Own	S½	H	5.83	29.6	Own	B4IM	377	TX	Jac	6x2¼x⅞	P	87	48	34	38x2	50¼x2½	N	74
75	Lon	D.Own	Own	U	4	Op	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6½x2¼x¾	P	87	48	34½	38x2	50¼x2½	½	75
76	Lon	D.Own	Own	U	4	Op	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	..	76
77	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	BF	H	6.8	43.6	Tim 31000H	L4IH	452	TX	Ros	7x3½x¼	C	.....	.....	32⅞	38x2½	52x2½	½	77
78	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	78
79	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	79
80	Per	D.Jon	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	37.1	Tim 31000H	L4IH	452	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	80
81	Own	D.Ful	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.35	38.0	Tim 3000H	L4IH	...	TX	Ros	8x3x¼	C	.....	.....	.....	40x2½	54x3	½	81
82	Own	D.Ful	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.80	45.0	Tim 3000H	L4IH	...	TX	Ros	8x3x¼	T	.....	.....	.....	40x2½	54x3	N	82
83	Chi	D.B-L	B-L 35	U	4	No	Blo 2	Tim 54200 H	BF	R	.....	....	Tim 12703 H	L4IH	...	TX	Ros	5¾x2¾x¼	C	120	....	34	41x2¼	50x2½	N	83
84	You	D.Ful	Ful MLU	U	4	No	Blo 3	Cla B510	S½	H	5.66	35.9	Cla 304 F304	L4IH	388	CD	Ros	8x3x⅛	C	Opt	Opt	31½	41x2½	54⅞x3	½	84
85	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B611	SF	H	5.66	36	Cla F318	L4IH	307	CD	Ros	8x3x¼	C	Opt	Opt	31½	41x2½	54⅞x3	½	85
86	You	D.B-L	B-L 51-4	U	4	No	Blo 2	Wis 6600B	2F	H	6.92	37.0	Shu 550	W2IM	300	2I	Ros	5x3x⅛	..	.....	62	....	38½x2	37¼x2½	¼	86
87	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	38.5	Col	L4IH	353	TX	Ros	7½x3¼x¼	T	108	69	34	40x2½	54x2½	N	87
88	MeC	P.B&B	B-L	U	4	No	Spi	Wis	2F	H	6.33	38.4	Cla F 308	K2IM	270	TX	Ros	6½x3¼x¼	T	50½	43	34	40x2½	38¼x2½	N	88
89	Mod	P.Own	Own A-5	U	5	No	MM6	Own 901	S½	H	6.50	47.8	Own 251	BE4IM	378	2I	Ros	7x3¼x¼	T	104	61½	34	42x3	54x3	¼	89
90	Per	P.B-L	B-L 314	U	4	....	Spi	Tim 54300H	SF	H	8.33	38.4	Cla F 308	L4IH	335	FD	Ros	5½x3x¼	.....	.....	.....	34½	39x2½	53½x3	½	90
91	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	BF	H	6.16	38.7	Tim 31000H	L4IH	452	TX	Ros	7½x3x¼	T	126	76	34	38x2½	52x2½	½	91
92	Per	P.B&B	Ful KU	U	4	No	Spi-3	Tim 54200H	SF	R	5.83	37.9	Tim 12703H	L4IH	448	TX	Han	6x2x¼	C	109	60⅞	32½	38x2	57½x2½	½	92
93	Mod	D.B-L	B-L 35	U	4	No	Spi 5	Wis 6617	2F	R	7	37.5	Shu 5572	L4IHV	678	CD	Ros	6x2¼x¼	C	104	62	33	40x2½	56x3	½	93
94	Per	D.B-L	B-L 314	U	4	No	Spi	Tim 54200H	B-F	H	6.80	43.6	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	½	94
95	Chi	D.B-L	B-L 214	U	4	No	Slp 3	Tim 54200H	BF	H	6.8	43.6	Tim 31000H	L4IH	380	TX	Ros	6½x3¼x¼	C	128	81	34	37½x2¼	50x2½	N	95
96	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	R	6.16	38.7	Tim 14703H	L4IHV	365	FD	Ros	7x3¼	C	114	72½	32	42x2½	54x2½	½	96
97	Own	D.Own	Own BG	U	4	No	Spi 4	Own BG	SF	H	4.90	24.2	Own BG	O4IV	415	FX	Own	7x3¼x⅛	T	96	54½	33¼	42x2½	54x3	..	97
98	Lon	P.B-L	B-L 314	U	4	No	Pet	Tim 54004 H	SF	H	5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7⅛x2⅝x¼	C	132	78	34	40x2½	54x3	½	98
99	Mod	P.B-L	B-L 314	U	4	No	Pet 2	Tim 54000H	BF	H	5.83	Opt	Tim 12703H	L4IH	240	ID	Ros	6x3x¼	C	120	84	34	40x2½	50x3	..	99
100	Chi	D.Ful	Ful	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.9	Tim 14703H	L4IH	452	TI	Ros	5½x2¾x¼	C	128	88	34	40x2¼	48x3	N	100
101	You	D Ful	FulMGU14	U	4	No	Blo 2	Wis 4610	2F	R	6.00	39.0	Shu 310	W2IM	250	2I	Ros	6x3x¼	C	84	49	33¾	36x2½	54x3	N	101
102	Lon	P.Lon	Cla	U	4	No	Cle	Tim	WF	R	5.23	34.	Tim	B4IMV	388	TD	Han	7⅛x4x⅛	C	123⅜	69⅜	34	38x2½	56x3	½	102
103	Lon	D.Ful	FuMG U14	U	4	No	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	103
104	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	104
105	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	105
106	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	97⅛	52⅛	40⅛	38x2¼	50x2½	N	106
107	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	111⅛	67⅛	40⅛	38x2¼	50x2½	N	107
108	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	123⅛	71⅛	40⅛	38x2¼	54x2½	N	108
109	You	P.B&B	Ful Wo	U	4	No	Spi	Tim 53200H	BF	H	5.83	31.2	Tim 30000H	L4IH	380	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	109
110	You	D.B&B	Ful MLU	U	4	No	Spi	Tim 54200 H	BF	H	6.06	38.5	Tim 12703 H	L4IHV	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	110
111	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	111
112	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	112
113	Per	P.B&B	War T9	U	4	No	Spi	Cla	BF	R	5.66	36.2	Cla	L4IH	228	TX	Ross	6x2⅝x¼	P	116	76	34	42x2½	54x2½	½	113

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	Sterling.FB55-2, 2½ T	1850	159	182	.....	4950	B7.00/20	DB7.00/20	Con 16C	6-3¾x4½	248.	28.0	66-3000	L	C	C	2¾	9¼	7	CC	....	Zen	M	D-R	D-R	1
2	Stewart.....50X	1195	145	176	.....	4015	B 6.50/20	DB6.50/20	Lyc SB	6-3⅜x4½	242	27.3	65-2800	L	G	C	2⅜	9½	4	CC	No	Str	M	D-R	D-R	2
3	Stewart.....29XS	1695	145	190	.....	4960	B7.00/20	DB7.00/20	Lyc ASD	6-3¾x4½	299.0	33.8	85-2750	L	G	C	2⅜	9¼	4	FP	No	Str	G	D-R	D-R	3
4	Studebaker.....S-50	920	148	160	.....	3710	B 6.50 20	DB6.50/20	Own	6-3¼x4½	205.	25.4	70-3200	L	C	S	2⅛	9	4	CC	Ha	Str	M	D-R	D-R	4
5	White.....611	2450	148	196	11500	4980	B7.00/20	B7.00/20	Own 4A	6-3¾x4½	299.0	33.7	61-2100	L	C	S	2⅝	10¼	7	FP	Ha	Zen	V	D-R	D-R	5
6	White.....161 1 to 2T	....	138	157	.....	.....	P 30x5	P 30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	6
7	White..162 1 to 2T	....	138	157	10000	4260	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	289.	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	7
8	Witt-Will.....C2B	2450	158	...	12500	5400	B6.50/20	DB6.50/20	Con 16C	6-3¾x4½	248	27.3	66-3200	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	D-R	D-R	8
9	Witt-Will.....C2W	2550	158	...	12500	5400	B 6.50/20	DB6.50/20	Con 16C	6-3¾x4½	248	27.3	66-3200	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	D-R	D-R	9
10	Witt-Will.....R2B	....	158	...	12500	5820	B 6.50/20	DB6.50/20	Con 16R	6-4x4½	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	10
11	Witt-Will.....R2	....	158	...	13200	5800	B 6.50 20	DB32x6	Con 16R	6-4x4½	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	11
12	Woods.....41	2550	170	Op	.....	5275	B 7.50/20	DB7.50/20	Her WXB	6-3¼x4½	298	33.7	68-2400	L	G	C	2⅝	13¼	7	PC	No	Str	V	A-L	A-L	12
13	World.....DC-60	1845	150	164	12000	4450	B 7.00/20	DB7.00/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7¼	4	PC	No	Zen	V	A-L	A-L	13
14	World.....DA-88	2300	151	167	12000	4720	B 7.50/20	DB7.50/20	Lyc GU	8-3x4¾	268	28.8	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	14
	2½ Ton																									
15	Atterbury.....50	....	189	202	14000	5800	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	.....	4	CC	Ha	Zen	M	A-L	A-L	15
16	Autocar.....D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	16
17	Available.....T-23	....	Op	Op	16000	5800	P 7.50/20	DP7.50/20	Wau MS	6-3¾x4¾	315	33.8	73-2300	L	G	C	2⅝	12½	7	CC	Wa	Sch	M	D-R	D-R	17
18	Available.....T-27	....	Op	Op	17000	6000	P 7.50/20	DP7.50/20	Wau MS	6-3¾x4¾	315	33.8	73-2300	L	G	C	2⅝	12½	7	CC	Wa	Sch	M	D-R	D-R	18
19	Brockway.....140	....	156	188	14000	6100	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	19
20	Chicago.....1-25-E	....	160	208	11400	5100	B 7.00/20	DB7.00/20	Wau TK	6-3½x4¾	.....	31.5	79-2700	L	G	C	...	...	7	FP	Wa	Zen	V	D-R	D-R	20
21	Coleman.....C30	....	120	144	12800	7700	B 9.00/20	B 9.00/20	Bud DW6	6-3¼x5	331.0	27.3	73-2400	L	G	C	3	9¼	4	PC	Bu	Zen	V	A-L	A-L	21
22	Commerce.....60	4580	158	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	22
23	Commerce.....40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅛	4	PC	No	Zen	M	A-L	A-L	23
24	Condor.....CD	1950	160	196	17000	5200	B 7.50/20	DB7.50/20	Lyc ASD	6-3⅜x4½	299.0	33.7	85-2800	L	G	C	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	24
25	Day Elder.....130	2225	157	199	6600	6600	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	25
26	Diamond T.....303F	1695	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	26
27	Diam.T. 303FB, 2-2½	2375	199	...	13500	6100	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	L-N	L-N	27
28	Diamond T.551B-2½-3	2250	168	186	15500	6000	B 7. 50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	28
29	Douglas.....CD4	3855	190	Op	17500	5860	P 34x7	P 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	49-1900	L	G	C	2⅝	10⅛	3	PC	Bu	Zen	E	L-N	L-N	29
30	Douglas.....CD6	3955	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6-3¾x5	331.3	33.7	64-2100	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	30
31	Fageol.....250	2750	178	196	.....	5750	P 34x7	DP34x7	Wau MK	6-4½x4¾	381	40.8	82-2200	L	G	A	2⅝	12½	7	FP	No	Zen	V	D-R	D-R	31
32	Federal.....A6T	2185	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3½x4¾	248	27.3	65-2600	L	C	A	2⅜	10⅛	7	PC	KP	Zen	V	D-R	D-R	32
33	Federal.....A6TW	2360	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3½x4¾	248	27.3	65-2600	L	C	A	2⅜	10⅛	7	PC	KP	Zen	V	D-R	D-R	33
34	Federal.....T3W	2130	148	185	14000	5110	P 32x6	P 36x8	Wau V	4-4x5	251	25.6	50-2000	L	G	A	2⅜	7½	3	PC	Wa	Zen	V	D-R	D-R	34
35	Federal.....T8WF	2285	148	185	15000	5400	P 32x6	DP32x6	Con 16C	6-3¾x4½	248	27.3	64-2500	L	C	A	2⅜	10⅛	7	PC	KP	Zen	V	D-R	D-R	35
36	Fisher-Standard...25A	....	156	162	13200	4000	P 32x6	DP32x6	Con 16C	6-3½x4½	248.2	27.3	65-2700	L	C	A	2⅜	10⅛	7	FP	No	Zen	M	A-L	A-L	36
37	F.W.D.....HH6	4000	138	170	12900	6400	P 36x8	P 36x8	Wau MK	6-4½x4¾	381.0	40.8	85-2400	L	G	C	2⅝	12⅝	7	PC	Wa	Zen	M	R-Bo	N-E	37
38	Garford.....40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅛	4	PC	Bu	Zen	V	A-L	A-L	38
39	Garford.....60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	39
40	(X)Gen.Mot.....T-19	870	130	164	10000	3385	P 30x5	DP 30x5	Own 200	6-3⅛x3⅞	200.3	26.3	60-3000	L	C	B	2⅛ r	5⅝	3	CC	No	Mar	M	D-R	D-R	40
41	(X)Gen. Mot.....T-26	1415	130	164	11000	3880	P 6.50/20	DP6.50/20	Own 257	6-3⅛x4⅛	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	41
42	(X)Gen.Mot.....T30	1605	141	164	12500	4525	P 32x6	DP32x6	Buick	6-3⅛x4⅛	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	42
43	(X) Gen. Mot. T-31	1785	141	181	14000	4500	B7.00/20	B9.00/20	Own 257	6-3⅛x4⅛	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	43
44	(X)Gen Mot.....T42	1845	141	181	15000	4725	P 32x6	DP32x6	Buick	6-3⅛x4⅛	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	44
45	Gotfredson.....RB56	....	....	....	13800	5200	B8.25/20	DB8. 25/20	Bud K358	6-4x4¾	358.0	38.4	95-2800	L	G	C	3	7	7	FP	Ha	Zen	M	D-R	D-R	45
46	Gramm.....D	....	160	224	17000	5100	B 7.50/20	DB7.502/0	Lyc ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9¼	4	PC	No	Til	M	A-L	A-L	46
47	Hahn & Selden...39	....	164	....	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4¼	311.0	38.4	73-2400	H	C	N	2¾	...	7	FP	Wa	Zen	V	A-L	A-L	47
48	Hendrickson.....17S	3350	Op	Op	17000	6500	B 8.25/20	BD8.25/20	Wau MK	6-4½x4¾	380.9	40.8	87-2500	L	G	C	2⅝	12½	7	FP	No	Zen	M	A-L	A-L	48
49	Hug....61, 2½-3 Ton	....	....	....	....	....	B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	80-2800	L	G	C	3	9¼	7	FP	No	Zen	M	A-L	A-L	49
50	Hug.....85-2½-3T	....	114	114	16250	8250	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2½ r	9¼	3	PC	Bu	Zen	V	Eis	D-R	50
51	Hug.....85D-2½-3T	....	114	114	16250	8000	P 34x7	DP34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2½ r	9¼	3	PC	Bu	Zen	V	Eis	D-R	51
52	Indiana.....140	....	156	188	14000	6100	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	52
53	Indiana.....115A	....	132	132	15000	4970	P 32x6	DP34x7	Her	4-4½x5	283.5	28.9	56-2000	L	G	C	2	9⅛	3	CC	No	Str	G	Eis	A-L	53
54	Indiana.....615A	....	136	136	15000	5160	P 32x6	DP34x7	Wis	6-3½x5	268.3	27.3	65-2500	H	C	A	2¼	7⅝	3	CC	KP	Str	G	Eis	A-L	54
55	International.....W-1	3850	148	200	.....	8300	S 36x5°	S 36x8°	Ha S151	4-4¼x5½	312.0	28.9	59-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	V	R- Bo	D-R	55
56	Kenworth.127.2½, 3T	2550	....	....	....	....	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	339	38.4	75-2400	L	G	C	3	13¼	7	CC	No	Zen	M	D-R	D-R	56
57	Kleiber.....120	....	170	180	12000	5150	B 7.50/20	DB7.50/20	Bud	6-3¾x4½	298.2	33.8	86-3000	L	G	C	3	9⅛	7	PC	No	Str	M	D-R	D-R	57
58	LaFra.-Republic...E1	....	162	190	13000	5000	P 32x6	DP 32x6	Bud H-260	6-3½x4½	259.9	29.4	69-2600	L	G	C	3	9⅛	7	PC	Ha	Zen	V	A-L	A-L	58
59	Lange.....O	3950	146	212	17000	5985	P 34x7	DP34x7	Her YXB	6-4x4¾	359	38.4	80-2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	59
60	Larrabee.....45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Wau MS	6-4x4¼	311.1	38.4	72-2400	H	C	C	2½	13⅛	7	FP	No	Str	V	A-L	A-L	60
61	LeMoon.....HB22	2400	163	190	14000	4600	B 7.50/20	DB7.50/20	Wau 6MS	6-3¾x4¾	.....	.....	72-2500	L	G	C	2⅝	12⅝	4	PC	No	Str	G	A-L	A-L	61
62	Mack.....BF	3850	156	180	.....	.....	B 8.25/20	DB8.25/20	Own BG	6-3½x5	309.6	31.5	75-2600	L	G	C	2⅝	10⅛	7	FP	Ha	Str	V	N-E	N-E	62
63	Netco.....C	3500	148	200	14500	6000	B 8.25/20	B 8.25/20	Wau MK	6-4½x4¾	462.0	45.9	100-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	63
64	Omort.....250	....	124	148	13000	5800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	64
65	Omort.....25	....	130	130	16000	6100	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	65
66	Oshkosh.....L	4000	146	165	15150	6950	B 9.75/20	B9.75/20	Her WXC	6-4x4½	339.0	38.4	70-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	L-N	66
67	Relay.....40CC	3325	168	...	.....	5950	P 36x6	DP36x6	Bud DW6	6-3¾x5	331	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	67
68	Relay.....50	4000	161	...	.....	7000	P 36x6	DP38x7	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	68
69	Relay.....60DA	4555	175	192	.....	7350	P 36x6	DP36x6	Bud BA6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	69
70	Reo.....FCX	1645	152	...	13000	4025	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2¼	12	7	CC	No	Sch	V	D-R	D-R	70
71	Reo.....FDX	1745	168	...	13000	4075	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2¼	12	7	CC	No	Sch	V	D-R	D-R	71
72	Reo.....FHX	1595	142	...	13000	4165	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2¼	12	7	CC	No	Sch	V	D-R	D-R	72
73	Schacht...20HA,2½-4	....	160	207	.....	5233	B 8.25/20	DB8.25/20	Her WXB	6-3¾x4½	298	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	73
74	Service.....40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	74
75	Service.....60	4580	175	192	.....	7000	P 36x5	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	75
76	Sterling.....FB65	2450	174	204	.....	5550	B7.50/20	DB7.50/20	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	76
77	Stewart.....18X	2690	165	220	.....	5901	B7.50/20	DB7.50/20	Lyc TS	6-3⅞x5	354	36.2	90-2750	L	G	C	2¾	10	4	FP	Pe	Str	V	D-R	D-R	77
78	Stewart.....32X	1990	165	220	.....	5230	B7.00/20	DB7.00/20	Lyc ASD	6-3¾x4½	299.0	33.8	85-2750	L	G	C	2⅝	9¼	4	PS	Ha	Str	P	D-R	D-R	78
79	Stewart.....58-8	2390	170	226	.....	5970	B 7.50/20	DB7.50/20	Lyc HF	8-3⅜x4½	322	36.5	100-2800	L	G	C	2⅝	11	5	CC	No	Str	M	D-R	D-R	79
80	Studebaker.....88	3295	184	...	.....	4920	B7.50/20	DB7.50/20	Own	8-3½x4¾	337.0	39.2	115-3200	L	G	C	2¾	9⅜	5	FP	No	Str	M	D-R	D-R	80
81	Walter.....FN	4500	120	...	14000	6500	B 9.00/20	DB9.00/20	Own	6-4½x4¾	381	40.0	85-2400	L	G	C	2⅝	12⅝	7	FP	On	Zen	P	D-R	D-R	81
82	Ward-La France25R13	....	Op	Op	13000	.....	B 7.50/20	DB7.50/20	Wau 6ML	6-4½x4¾	358	38.4	77-2000	L	G	C	2⅝	12½	7	FP	Ha	Str	M	D-R	D-R	82
83	Ward-La France25B13	....	Op	Op	13000	.....	B 7.50/20	DB7.50/20	Own	8-3¾x4½	322	36.4	100-2400	L	G	C	2⅝	10¾	7	FP	Ha	Str	M	D-R	D-R	83
84	White.....51A	3750	170	190	17000	6438	S 36x5°	S 36x8°	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	84
85	White.....211, 1½-2½	....	148	196	.....	.....	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	85
86	White.212, 1½-2½T	....	148	196	.....	.....	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	86
87	White.....612	2800	148	196	13000	5100	B7.50/20	DB7.50/20	Own 4A	6-3¾x4½	299	33.7	61-2100	L	G	C	2¾	10⅛	7	FP	Ha	Zen	V	D-R	D-R	87
88	White.....620	4350	157	195	15000	7300	B8.25/20	DB8.25/20	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2¾	13⅜	7	FP	On	Zen	M	D-R	D-R	88
89	Wichita.....6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	89
90	Witt-Will.....R2B	2900	158	...	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	90
91	Witt-Will.....R2	3000	158	...	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	91
92	World.....DB-88	2595	164	178	13500	5040	B 8.25/20	DB8.25/20	Lyc GU	8-3x4¾	268	28.8	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	92
	3 Ton																									
93	Acme.....6X	....	186	Op	15500	6800	B8.25/20	DB8.25/20	Con 18R	6-4x4½	339	38.4	82-2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	93
94	Armleder.....31	....	Op	199	12850	5500	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.0	33.7	66-2200	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	D-R	D-R	94
95	Atterbury.....R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	B	2¾	12⅛	7	PC	Ha	Zen	V	D-R	A-L	95
96	Atterbury.....60	....	190	215	16000	6000	B 9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	.....	4	CC	Ha	Zen	M	A-L	A-L	96
97	Atterbury.....65	....	209	221	18500	7800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.0	38.4	81-2500	H	C	N	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	97
98	Autocar.....H	4100	114	161	19000	6525	P 34x7	DP34x7	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾ r	.....	4	PC	Bu	Str	V	A-Bo	L-N	98
99	Autocar.....N	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4½x4¾	404.0	43.4	92-2400	L	G	C	3	.....	7	FP	Pe	Str	V	D-R	L-N	99
100	Available.....T-30	....	Op	Op	20500	6500	P 8.25/20	DP8.25/20	Wau ML	6-4x4¾	358.1	38.4	80-2500	L	G	C	2⅝	12½	7	CC	Wa	Sch	M	D-R	D-R	100
101	Available.....T-37	....	Op	Op	20500	7400	P 9.00/20	DP9.00/20	Wau MK	6-4½x4¾	380.9	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Sch	M	D-R	D-R	101
102	Brockway.2½-3T..141	....	170	200	17000	6500	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	102
103	Brockway.....170	....	170	200	17000	7100	P 32x6	DP32x6	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	103
104	Brockway.....175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4½x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	104
105	Chicago.....1-30-E	....	160	208	12600	5400	B 7.50/20	DB7.50/20	Wau MK	6-4½x4¾	381.0	40.8	85-2500	L	G	C	2⅝	12½	7	FP	Wa	Zen	M	D-R	D-R	105
106	Clinton.....65	....	184	Op	14500	5925	S 34x5°	DS34x5°	Bud ETU	4-4¼x5½	312.0	28.9	49-1900	L	G	C	2¾ r	10⅛	3	PC	Bu	Zen	V	Spl	D-R	106
107	Coleman.....D40	....	130	180	17000	8500	B 9.75/24	B 9.75/24	Bud DW 6	6-3¾x5	330.0	33.7	73-2400	L	G	C	2½	9	4	FP	No	Str	V	D-R	D-R	107
108	Commerce.....60	4680	175	192	.....	7100	P 36x6	DP38x7	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	108
109	Concord.....JX-6	4200	154	174	17200	6700	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73-2100	L	G	A	2½	9¼	4	PC	No	Zen	V	A-L	A-L	109
110	Condor.....CE	2530	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	A	2¾	10	7	PC	No	Zen	M	A-L	A-L	110
111	Condor.....CEB	....	190	190	17000	7200	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¼	380.8	40.8	90-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	111
112	(Z)Corbitt.....12W6	....	165	220	14700	4910	B 7.50/20	DB7.50/20	Con E-600	6-3⅛x4½	288.0	32.6	72-2500	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	112
113	(Z)Corbitt.....12B6	....	163	220	14700	4870	B 7.50/20	DB7.50/20	Con E-600	6-3⅛x4½	288.0	32.6	72-2500	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	113

Line Number	Radiator Make	Clutch Type and Make	Gear Set Make and Model	Gear Set Location	Gear Set No. of Forward Speeds	Gear Set Aux. Locat. and Speeds	Universals Make and No.	Rear Axle Make and Model	Rear Axle Final Drive and Type	Rear Axle Drive and Torque	Rear Axle Gear Ratios Reduc. in High	Rear Axle Gear Ratios Reduc. in Low	Front Axle Make and Model	Brakes Service	Brakes Area Service Brakes	Brakes Hand	Steering Gear Make	Frame Dim. Side Rail	Frame Type	Body Mounting Data Cab to Rear of Frame	Body Mounting Data Cab to Rear Axle	Body Mounting Data Width of Frame	Springs Front	Springs Rear	Springs Auxiliary Type	Line Number
2 Ton—Cont'd																										
1	Per	D.B-L	B-L 214	U	4	No	Spi	Tim	BF	R	5.83	36.3	Tim	L4IHV	282	TX	Ross	6x2¾x1¼	P	116	76	34	42x2½	54x3	½	1
2	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	22.0	Sal	B4IM	...	TF	Ros	7½x	C	114¾	63¾	32	38½x2¼	50x2½	½	2
3	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	H	6.37	44.4	Cla	B4IM	...	TX	Ros	7½x2¾x1⅞	C	114¾	63¾	32	38x2¼	50x3	½	3
4	MeC	Lon	War-T9	U	4	No	Cle	Tim54200-A1	SF	H	6.8	43.5	Tim	B4IM	270	...	Ros	7x2¾x1⅞	..	106⅜	69½	34	39x2	56x3	..	4
5	.....	P.Own	Own 5B	U	4	No	.....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	OF	Han	6½x3 1/16x1¼	C	115⅛	68½	34½	41x2½	54x3	N	5
6	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅛x1/16	C	112	58¾	34½	39x2¼	50x2½	N	6
7	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅛x1/16	C	112	58¾	34½	39x2½	50x2½	N	7
8	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	6.16	36.4	Tim 33000H	L4IH	578	TX	Ros	6x2½x1¼	C	Var	79½	32	41x2½	54x3	½	8
9	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	7.4	41.0	Tim 33000H	L4IH	578	TX	Ros	6x2½x1¼	C	Var	79½	32	41x2½	54x3	½	9
10	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	5.28	28.3	Tim 33000H	L4IH	578	TX	Ros	6x2½x1¼	C	Var	76	32	41x2½	54x3	½	10
11	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IH	578	TX	Ros	6x2½x1¼	C	Var	76	32	41x2½	54x3	½	11
12	Chl	D.B-L	B-L 314	U	4	No	Blo 3	Tim	SF	H	Opt	Opt	Tim 31000H	L4IH	452	TX	Ros	6x3x1¼	P	Opt	Opt	34	40x2½	54x2½	½	12
13	Per	P.Lon	WG-T9	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	45.5	Shu 5427	L4IH	452	TX	Ros	6x3x¼	T	126	70	34	38x2½	54x2½	½	13
14	Per	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	44.2	Shu 5427	L4IH	452	TD	Ros	6x3x¼	T	126	71	34	38x2½	54x2½	½	14
2½ Ton																										
15	Per	P.B&B	Cov W4C	U	4	....	Spi	Tim 56200H	B	H	7.40	43.3	Tim 33010H	L4IH	540	....	Ros	7x3¼x1¼	..	173	105	34	39x2½	56x3	..	15
16	Per	dp.Lon	Own T	U	4	No	Spi	Own 8D	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6¼x3x1/16	C	115¼	63⅜	34	40x2½	54x3	½	16
17	You	D.B-L	B-L 314	U	4	No	Blo	Tim 56200H[1]	SF	R	7.4	48.8	Tim 33000	L4IH	552	TX	Ros	6x2¼x1/16	P	Opt	Opt	31¾	38x2¼	50x3	½	17
18	You	D.B-L	B-L 314	U	4	No	Blo	Tim 64800H	WF	R	7.4	48.8	Tim 35000	L4IH	552	TX	Ros	7x2½x1¼	P	Opt	Opt	32	40x2½	50x3	½	18
19	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	43.5	Col	L4IHV	386	CD	Ros	7½x3¼x¼	P	108	69	34	40x2½	54x3	½	19
20	Chl	D.B-L	B-L 224	U	4	No	Spi	Tim 54200H	BF	R	6.8	42.0	Tim 31000H	L4IH	380	TX	Ros	7x4x1¼	P	Opt	Opt	33½	41½x2½	54x3	N	20
21	Per	D.Ful	Ful G U14	U	8	..	Spi	Wis	2F	..	8.05	154	Wis	L4IH	..	FD	Ros	10x2½x1⅞	..	108	78	30	48x3	48x3	C	21
22	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	22
23	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	23
24	Per	D.Jon	Cov W-4	U	4	No	Blo	Wis 56200H	BF	H	5.2	31.7	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	24
25	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	40.7	Tim 33000H	L4IH	578	TX	Ros	7x4x¼	C	124½	69	33½	40x2½	56x3	½	25
26	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3x1¼	C	117	73½	34	45¼x2½	53x2½	½	26
27	G&O	P.B&B	Cov	U	4	No	Spi	Cla B613	SF	H	Opt	Opt	ClaF308	L4IHV	350	TD	Ros	6½x3x1¼	C	..	..	34	45¼x2½	53x2½	½	27
28	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x1¼	C	135	81½	34	45¼x2½	56x3	½	28
29	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IM	538	CX	Ros	6x3½x1¼	C	192	104	31	46x2¼	54x3	½	29
30	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IMV	538	CX	Ros	7x2½x1¼	T	192	104	31	46x2¼	54x3	½	30
31	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200 H	BF	H	6.16	37.3	Tim 33020 H	L4IH	355	TX	Ros	6 1/16x3x1¼	C	167½	97½	34	41x2½	56x3	N	31
32	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	7.80	47.1	Cla F304	L4IHV	659	TI	Ros	6x3½x1¼	C	119	71	34	40x2¼	51¾x3	½	32
33	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	8.75	52.9	Cla F304	L4IHV	659	TI	Ros	6x3½x1¼	C	119	71	34	40x2¼	51¾x3	½	33
34	Lon	P.B&B	Own	A	4	No	P-S4	Tim 64603 H	W½	R	7.25	36.3	Own	L4IH	575	TI	Ros	6x3½x1¼	C	119	71	34	38x2½	52x3	½	34
35	Lon	P.B&B	Own	A	4	No	P-S4	Tim65600 HP	WF	R	7.75	38.8	Own	L4IHV	659	RI	Ros	6x3½x1¼	C	119	71	34	38x2½	52x3	½	35
36	Lon	B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2½x1¼	C	130	86½	32	40x2	54x3	N	36
37	Per	D.B-L	B-L 55	A	7	RI	Blo 4	Own	BF	H	6.95	84.7	Own	O4XM	252	2I	Ros	5 1/16x2¼x1/16	P	126	86	36	42¼x2½	52¾x2½	½	37
38	Lon	D.Ful	Ful MGU	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3¼x1¼	P	144	90	34	40x2¼	50x3	..	38
39	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x1¼	P	156	97½	34	42x2½	54x3	..	39
40	Lon	P.Own	Own	U	4	Op	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x1/16	P	87	48	34	38x2	50¼x2½	N	40
41	Lon	D.Own	Own	U	4	Op	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6½x2¼x1¼	P	87	48	34½	38x2	50¼x2½	½	41
42	Lon	D.Own	Own	U	4	Op	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6 1/16x3x1/16	P	107	59	34 1/16	38x2½	50x3	½	42
43	Lon	D.Own	Own	U	4	Op	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6 1/16x3x1/16	P	107	59	34 1/16	38x2½	50x3	½	43
44	Lon	D.Own	Own	U	4	Op	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6 1/16x3x1/16	P	107	59	34 1/16	38x2½	50x3	½	44
45	McC	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	F	R	6.17	40.7	Tim 33000H	L4IH	578	TX	Ros	7x3½x	C	..	..	32½	40x2½	54x3	½	45
46	Per	D.Jon	Cov W-4	U	4	No	Blo	Tim 56200H	BF	H	6.1	39.0	Tim 33000H	L4IHV	578	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	46
47	Chl	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	BF	R	....	....	Tim 14703H	L4IHV	..	TD	Ros	7x3½x1¼	C	120	....	34	41x2¼	50x2¼	N	47
48	Chl	D.Ful	Ful MGOG	A	4	No	Spi	Cla B800	BF	R	Opt	Opt	Cla	L4IHV	416	FX	Ros	6x2½x1¼	P	Opt	Opt	32½	40 1/16x3½	50 1/16x3	N	48
49	You	B-L	B-L 51-4	U	4	No	Blo 3	Wis 6600	2F	H	6.92	37.0	Shu 5550	W2IM	300	....	Ros	6x3x1¼	I	....	....	....	40 1/16x2½	48 1/16x3	..	49
50	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3 1/16x1/8	I	92	59½	34½	41 1/16x2½	54½x3	¼	50
51	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3 1/16x1/8	I	92	59½	34½	41 1/16x2½	54½x3	¼	51
52	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	43.5	Col	L4IHV	656	CD	Ros	7½x3x1¼	T	108	69	34	40x2½	54x3	½	52
53	Lon	P.B&B	B-L	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	6 1/16x3¼x1¼	C	87½	56¾	34	40x2½	50x3	N	53
54	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	7x3x1/16	C	138	83	34	40x2½	50x3	N	54
55	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	710	2I	Own	7x3x¼	C	106½	73¼	34	41½x3	56x3½	½	55
56	Per	P.B-L	B-L 314	U	4	....	Spi	Tim 56200H	SF	H	6.16	40.7	Tim 33000H	L4IH	335	FD	Ros	8x2¼x1¼	..	....	....	31½	40x2½	52x3	½	56
57	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 56200H	SF	H	6.17	33.4	Tim 31000H	L4IH	354	F	Ros	7½x3x¼	TC	Opt	Opt	34	38x2½	52x3	½	57
58	Per	P.B&B	FulMlu-Bb	U	4	No	Spi 3	Tim 56200	SF	R	7.4	47.0	Tim 31000 H	L4IHV	578	TX	Ros	7x3¼x	T	C 120	78¾	32	38x2	57¼x2½	½	58
59	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 5572	L4IHV	678	FD	Ros	6x2½x1¼	C	P 106	65	33	40x2½	56x3	½	59
60	Per	D.B-L	B-L 35	U	4	No	Tim	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650	TD	Ros	7x3¼x1¼	C	P Opt	Opt	34	38x2¼	54x2½	½	60
61	Chl.	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	WF	R	6.4	41.2	Tim 33000H	L4IH	578	TX	Ros	6½x3¼x	C	T 128	81	34	37½x2¼	50½x2½	N	61
62	Own	P.Own	Own AB	U	4	No	Spi 4	Own BB	H	H	4.91	23.8	Own BG	O4IV	450	FD	Han	7 1/16x3x1/16	C	132	....	....	44x2½	54x3	½	62
63	Mod	P.B-L	B-L 314	U	5	Bo	Pet 2	Tim 58000H	BF	H	6.83	Opt	Tim 14703H	L4IH	400	ID	Ros	7x3x¼	TC	I 132	96	34	40x2½	50x3	½	63
64	You	D.Ful	FulMG U14	U	4	No	Blo 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	250	2I	Ros	6x3½x1/16	I	84	49	33¾	40x2½	54x3	..	64
65	You	D.Ful	Ful MGU	U	4	No	Blo 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	..	TD	Ros	6x3½x1/16	I	84	53½	31	40x2½	54x3	..	65
66	Mod	D.B-L	B-L 55-4	A	7	No	Blo 3	Own	2F	H	7.3	69.3	Own	Own	142	2I	Han	6x3x¼	..	113¼	83⅞	34	44x2½	50x3	½	66
67	Lon	D.Ful	FuMG U14	U	4	No	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	67
68	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x1¼	P	144	82	34	40x2¼	50x3	..	68
69	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	Han	7x3½x1¼	P	156	97½	34	42x2¼	54x3	..	69
70	MeC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6½x3 1/16x1/16	C	111⅜	67 1/16	40⅝	38x2¼	50x2½	N	70
71	MeC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6 1/16x3⅜x1¼	C	127⅜	83 1/16	40⅜	38x2¼	50x2½	N	71
72	MeC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6 1/16x1¼	C	87 1/16	57 1/16	40⅜	38x2¼	50x2½	N	72
73	You	D.B&B	Ful MLU	U	4	No	Spi	Tim 54200 H	BF	H	6.02	38.5	Tim 12703 H	L4IHV	452	TX	Ros	6x3x¼	C	Opt	Opt	31½	40x2½	50x3	½	73
74	Lon	D.Ful	Ful MGU	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 35000 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2½	50x3	..	74
75	Lon	D.Ful	Ful	U	5	No	Blo	Ti' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x1¼	P	156	97½	34	42x2½	54x3	..	75
76	Mod	D.Own	Own	U	4	No	Spi	Tim	BF	R	6.16	39.1	Tim	L4IHV	330	TX	Ross	10x3½x1¼	C	144	91	34	42x2½	54x3	..	76
77	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Tim	B4IM	...	TX	Ros	7½x2¼x1¼	C	137 1/16	80½	32	40x3	56x3	½	77
78	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	...	TX	Ros	7½x2¾x1¼	C	137 1/16	80½	32	38x2¼	50x3	½	78
79	Fed	D.Ful	Ful	U	4	No	Spi	Cla	SF	R	7.25	47.6	Tim	B4IM	...	TF	Ros	9x	C	142	84½	32	40x3	50x3	..	79
80	.....	D.Lon	Ful	U	4	No	Spi	Eat	S¼	H	5.11	24.6	Eat	B4IMV	444	TD	Ros	8 1/16x3x1/16	C	143½	91½	41⅜	38x2½	56½x3	N	80
81	Own	Own	Own	U	5	No	Own	Own	2R	H	7.0	70.0	Own	O4FXM	450	FM	Ros	7x2¾x1¼	P	126	84	34	48x3	48x3	½	81
82	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	82
83	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	83
84	Own	P.Own	OwnGRBA	U	4	No	Spi 3	Own 51A	S¼	R	7.14	35.6	Own 51A	O2IM	335	FX	Own	8x3x¼	C	178⅛	84⅜	34	40½x2½	54⅜x3	N	84
85	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6¾x3 1/16x1¼	C	115⅛	68⅞	34⅜	41x2½	54x3	N	85
86	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6¾x3 1/16x1¼	C	115⅛	68⅞	34⅜	41x2½	54x3	N	86
87	.....	P.Own	Own 5B	U	4	No	.....	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	349	FX	Han	6¾x3 1/16x1¼	C	115⅛	68⅞	34⅜	41x2½	54x3	N	87
88	.....	P Own	Own 4B	U	..	..	Spi 4	Own 14C	SF	H	6.38	41.8	Own 110	OL4IHV	349	2I	Ros	7¼x2 1/16x1/16	C	107½	67½	34	41x2½	54x3	N	88
89	You	D.Ful	FIJVUOG5	U	5	No	Spi 3	Own 30R	WF	H	4.8	38.7	Shu 5550	O2IMV	320	RI	Ros	7x2¼x¼	C	141½	83⅞	30	40x2¼	56x3	½	89
90	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56200H	BF	H	5.28	28.3	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	90
91	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	91
92	Mod	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	92
3 Ton																										
93	Per	..B-L	B-L 51-5	U	5	....	Spi	Tim 58200H	BF	R	7.80	46.5	Tim 35000H	L4ID	659	CD	Ros	7x3½x1¼	P	162	99½	34	40x2½	54x3	½	93
94	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H	....	....	Tim14703 H	L4IH	..	CD	Ros	7x3¼x	C	Opt	Opt	31½	40x2½	62½x2½	..	94
95	You	D.B-L	B-L	U	4	No	Spi	Tim 65001H	WF	H	7.1	37.4	Tim 14703H	LHIHV	275	TD	Ros	7x3¼x1¼	C	148½	90½	34	41½x3	54x3½	½	95
96	Per	D.B-L	Cov W4C	U	4	....	Spi	Tim 58200H	B	H	7.80	45.6	Tim 33010H	L4IH	657	....	Ros	7x3¼x1¼	..	173	106	34	39x2½	56x3	..	96
97	Per	D.B-L	B-L 551	U	4	....	Spi	Tim 65200H	W	R	7.50	40.1	Tim 35000H	L4IH	657	....	Ros	8x3¼x1¼	..	197	119	34	40x3	56x3	..	97
98	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	38.6	Own J	O2IM	434	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	98
99	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO4IDV	574	FD	Ros	8x3x¼	C	150	86½	40x2	34½	54x3	½	99
100	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Tim 35000	L4IH	632	FD	Ros	7x2½x5/16	P	Opt	Opt	32	40x2½	50x3	½	100
101	You	D B-L	B-L 554	U	4	No	Blo	Tim 65200H	WF	R	7.5	54.5	Tim 35000	L4IH	632	FD	Ros	7x2½x5/16	P	Opt	Opt	32	40x2½	50x3	½	101
102	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	102
103	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	103
104	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	104
105	Chl	D.B-L	B-L 4-314	U	4	No	Spi	Tim 56200H	BF	R	6.2	41.0	Tim 31000H	L4IH	598	TX	Ros	7x4x¼	P	Opt	Opt	33½	41½x2½	54x3	..	105
106	Per	D.B-L	B-L 55	A	4	No	Blo 4	Ti' 65706 HP	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3½x1¼	P	Opt	Opt	33¾	43¼x3	51¼x3	N	106
107	Per	D.Ful	Ful R U 16	U	8	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM	..	TD	Ros	12x2½x2½	C	144	89	30	48x3	48x3	C	107
108	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3½x1¼	P	156	97½	34	42x2½	54x3	..	108
109	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x1½	C	Opt	Opt	32½	38½x2½	50x3½	½	109
110	Per	D.Jon	Cov Rus-4	U	4	No.	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½x1¼	C	127	74¼	34	42x2¼	56x3	½	110
111	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	...	FD	Ros	8¼x3¼x1¼	C	156	90	41½	44x2½	60x3	½	111
112	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½x1¼	T	134	82	34	40x2½	54x3	½	112
113	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½x1¼	T	134	82	34	40x2½	54x3	½	113

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3 Ton—Cont'd																									
1	Day-Elder........160	2795	156	204	16000	6800	B 7.50/20	DB9.00/20	Con 18-R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	13 3/16	7	FP	Co	Zen	M	D-R	D-R	1
2	Diamond T.......551B	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	2
3	Diamond T.......504A	2650	166	208	17500	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	3
4	Diamond T.......506A	2950	174	240	17500	6350	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	384.0	43.3	85-2200	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	L-N	L-N	4
5	Diamond T 603-3,4Ton	3300	169	230	20000	7500	B 9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	5
6	Diam'd T 606B-3,4Ton	3600	177	244	19000	7500	B 9.00/20	DB9.00/20	Her RXB	6-4½x5¼	500.9	48.6	110-2200	L	G	C	3	12½	7	PC	Ha	Zen	M	L-N	L-N	6
7	Dodge Bros..........	1515	135	135	12250	4235	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 1/16 r	11	7	PC	KP	Zen	V	N-E	N-E	7
8	Dodge Bros..........	1565	165	165	12220	4520	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 1/16 r	11	7	PC	KP	Zen	V	N-E	N-E	8
9	Dodge Bros..........	1615	185	185	12715	4715	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 1/16 r	11	7	PC	KP	Zen	V	N-E	N-E	9
10	Dodge Bros......F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D.R	10
11	Dodge Bros......F-61	2575	170	170	19429	5789	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	11
12	Dodge Bros......F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	S	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	12
13	Douglas..........D4	4010	186	Op	20000	6500	S 36x5°	S 36x10°	Bud YBU-I	4-4½x6	381.0	32.4	50-1400	L	G	C	2⅜	9 21/32	3	PC	Bu	Zen	E	L-N	L-N	13
14	Douglas..........D6	4430	186	Op	20000	6800	P 36x6	DP38x7	Bud BUS	6-4x5⅛	386.4	38.4	78-2300	L	G	C.	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N	14
15	Douglas.......D6 5p.	5500	216	Op	22000	7560	P 38x7	DP40x8	Bud K428	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N	15
16	Duplex..........FAC	4250	166	...	16000	7200	S 34x5	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	3 11/16 r	10 1/32	3	PS	No	Zen	V	Eis	A-L	16
17	Duplex..........SAC	4750	166	...	16000	7400	S 34x5	S 36x8	Bud K428	6-4⅜x4¾	428.0	45.9	102-2400	L	G	C	3r	9⅞	7	FP	No	Zen	M	A-L	A-L	17
18	Fageol..........300	3250	178	196	......	6250	B 9.00x20	DB9.00x20	Wau MK	6-4⅛x4¾	381.0	40.8	82-2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R	18
19	Federal T10B 2½-3 T.	2740	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 3/16	7	PC	KP	Zen	M	D-R	D-R	19
20	Federal T10W 2½-3 T.	2915	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 3/16	7	PC	KP	Zen	M	D-R	D-R	20
21	Fisher-Std.........30A	....	160	...	16800	5600	P 34x7	DP34x7	Con 11R	6-3⅞x4⅛	291.9	35.0	64-2500	H	C	C	2½	12 5/16	7	FP	Ha	Zen	M	D-R	D-R	21
22	Fisher-Std.........31A	....	160	...	16800	5800	P 34x7	DP34x7	Con 11R	6-3⅞x4⅛	291.9	35.0	64-2500	H	C	C	2½	12 5/16	7	FP	Ha	Zen	M	D-R	D-R	22
23	F.W.D.............B	4200	124	156	13960	6460	S 36x6	S 36x6	Own A	4-4¾x5½	398.0	36.1	56-1350	T	G	C	2	12	3	PC	Pe	Str	G	R-Bo	N-E	23
24	Garford............60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	24
25	(X)Gen. Mot.....T-26	1450	130	164	11000	3905	P 32x6	DP32x6	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	25
26	(X)Gen. Mot......T30	1700	141	164	12500	4705	P 32x6	DP32x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	26
27	(X) Gen. Mot....T-31	1840	141	181	14000	4635	P 32x6	P 36x8	Own 257	6-3 7/16x4⅝	275.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	27
28	(X)Gen.Mot.......T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	28
29	(X)Gen Mot.......T44	2050	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	29
30	(X)Gen. Mot.....T-45	1995	141	181	16000	5065	B7.50/20	DB7.50/20	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	30
31	(U)Gotfredson.RB66C	....	....	....	20900	6100	B9 00/20	DB9.00/20	Bud K381	6-4⅛x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	31
32	Gotfredson......RW66	....	....	....	20900	6300	B9.00/20	DB9.00/20	Bud K381	6-4⅛x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	32
33	Gramm.........E-330	....	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	C	2¾	10	4	PC	No	Zen	M	A-L	A-L	33
34	Gramm.......EY-190	....	190	190	16000	6750	B 7.50/20	DB7.50/20	Con 20-R	6-4⅛x4¾	380.8	40.8	90-2200	H	C	C	2¾	13 3/16	7	PC	No	Zen	M	A-L	A-L	34
35	G-P 55-6, 3-4 Ton....	2745	154	191	12500	5900	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.0	33.4	85-2900	L	G	C	2⅝	9⅜	4	PC	Mo	Str	M	A-L	A-L	35
36	G-P 55-8, 3-4 Ton....	2880	157	191	12500	5900	B8.25/20	DB8.25/20	Lyc HF	8-3⅜x4½	322.0	36.5	20-3200	L	G	A	2⅜	11	5	PC	Mo	Str	M	A-L	A-L	36
37	Hahn & Selden ...47B	....	151	...	15500	7200	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	37
38	Hendrickson.......19S	3800	Op	Op	19000	7000	B 9.00/20	B 9.00/20	Wau MK	6-4⅛x4¾	380.9	40.8	87-2500	L	G	C	2⅝	9	4	FP	Wa	Zen	V	A-L	A-L	38
39	Hug...............67	....	120	...	16660	8160	P 34x7	DP34x7	Bud H298	6-3¾x4½	298.2	33.7	86-2800	L	C	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	39
40	Hug...............41	....	150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	C	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	40
41	Hug...............42	....	166	201	14500	6500	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	298	33.7	86-3000	L	C	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	41
42	Hug.............85-6	....	114	114	17200	8580	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	C	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	42
43	Hug...........85-D6	....	114	114	17200	7200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	43
44	Indiana.......127AW	....	150	150	20000	7000	P 34x7	DP34x7	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10⅜	3	CC	Pe	Str	V	Eis	.....	44
45	Indiana..2½-3T..141	....	170	200	17000	6500	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 3/16	7	CC	KP	Str	M	A-L	A-L	45
46	Indiana...........170	....	170	200	17000	7100	P 32x6	DP32x6	Con	6-4⅛x4¾	380.9	40.8	88-2400	H	C	N	2¾r	13 3/16	7	CC	KP	Str	M	A-L	A-L	46
47	Indiana...........175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 3/16	7	CC	KP	Str	M	A-L	A-L	47
48	Indiana.......627AW	....	156	156	20000	7205	P 34x7	DP34x7	Wis	6-4x5	377.0	38.4	72-2000	H	G	C	2¾	10¾	4	CC	KP	Str	V	Eis	.....	48
49	International......A-5	2350	156	210	......	5895	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13 11/32	7	PC	Ha	Zen	V	D-R	D-R	49
50	International......A-6	2675	156	210	......	6120	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13½	7	PC	Ha	Zen	V	D-R	D-R	50
51	Kenworth. 146B. 3-4 T	3300	....	....	......	......	B 9.00/20	DB9.00/20	Bud K393	6-4 3/16x4¾	393	42.1	103-2600	L	G	C	3	11½	7	FP	No	Zen	M	D-R	D-R	51
52	Kleiber...........140	....	180	190	14000	6500	B 8.25/20	DB8.25/20	Con	6-4x4⅛	311.8	38.4	74-2400	H	C	C	2¾	13	7	FP	No	Str	V	D-R	D-R	52
53	LaFra.-Republic...F3	....	174	198	15000	5625	P 34x7	DP34x7	Lyc ASD	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	53
54	Lange..............H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	54
55	Lange..............M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	55
56	Larrabee...........55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 3/16	7	FP	No	Zen	G	D-R	D-R	56
57	LeMoon........HB28	3250	160	190	17000	5600	B 8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	381.0	40.8	85-2500	L	G	C	2⅝	12½	7	PC	No	Str	G	A-L	A-L	57
58	Maccar.............56	3350	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6-3¾x5	331.3	33.7	73-2100	L	G	C	2½	9	4	FP	Bu	Str	V	D-R	D-R	58
59	Maccar.............60	3950	153	207	16000	6600	B 9.00/20	DB9.00/20	Bud BA6	6-4⅛x5⅛	411.0	40.8	103-2100	L	G	C	2½	9⅞	4	FP	Bu	Str	V	D-R	D-R	59
60	Mack AB............	4000	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	60
61	Mack AB............	4350	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	61
62	Mack AB............	4150	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	62
63	Mack AB............	4500	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	63
64	Noble..........156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	N	2⅜	13 3/16	7	FP	Co	Str	V	A-L	A-L	64
65	Omort..........300	....	130	Op	16000	6300	P 34x7	DP34x7	Her OXC	4-4¼x5	283.5	28.9	56-2000	L	G	C	3	....	..	PC	No	Zen	V	A-L	A-L	65
66	Omort..........3005	....	130	Op	16500	6500	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	V	A-L	A-L	66
67	Omort...........30	....	134	148	18000	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	67
68	Oshkosh...........H	4675	146	165	16550	7550	B 9.75/20	B 9.75/20	Her WXC2	6-4⅛x4½	360.8	40.8	73-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	RBo	68
69	Pierce-Arrow.....PW	....	150	190	18000	6800	B 9.00/20	BD9.00/20	Own	6-4⅛x4½	361.0	40.3	76-2400	L	G	C	2⅝	13¼	7	FP	Ha	Zen	M	D-R	D-R	69
70	Relay.............50	4130	161	...	......	7200	P 36x6	DP40x8	Bud DW6	6-3¾x5	330.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	70
71	Relay..........60DB	4595	175	192	......	7500	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	71
72	Relay.............80	5330	175	192	......	8400	P 36x6	S 40x10	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	72
73	Reo..............GA	2035	163	...	17000	4625	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	73
74	Reo..............GC	2140	179	...	17000	4850	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	74
75	Reo..............GD	2085	144	...	17000	4650	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	75
76	Reo.............GCS	2375	210	210	17000	5320	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	76
77	Schacht....25H,3-4½	....	146	213	......	6200	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	73-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	77
78	Service............60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	78
79	Sterling.........FB80	3080	174	204	......	6480	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	315.	33.7	72-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	79
80	Sterling.........FD80	3275	174	204	......	6680	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	358.	38.4	80-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	80
81	Stewart...........36X	2990	165	220	......	6500	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	FP	Ha	Str	M	D-R	D-R	81
82	Stewart..........48-8	2990	170	241	......	6750	B 8.25/20	DB8.25/20	Lyc AE	8-3¾x4¾	420	44.4	130-2800	L	G	C	2¾	12¾	5	FP	No	Str	M	D-R	D-R	82
83	Ward LaFrance 25R14	....	195	220	14000	......	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	83
84	Ward LaFrance 25B14	....	195	220	14000	......	B 8.25/20	DB8.25/20	Own	8-3⅜x4½	322.	36.4	100-2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	84
85	Ward-La France25R16	....	Op	Op	16000	......	B 8.25/22	DB8.25/22	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	85
86	Ward-La France25B16	....	Op	Op	16000	......	B 8.25/22	DB8.25/22	Own	8-3⅜x4½	322	36.4	100-2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	86
87	White..............58	4400	180	195	22000	7797	S 36x5	DS36x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	87
88	White....640-3 Ton	6100	180	214	20000	9200	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	88
89	White.............621	4650	157	195	18000	7700	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	89
90	White.............630	5000	168	215	20000	8500	B9.00/20	DB9.00/20	Own 3A-D	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	90
91	Witt-Will.........R3B	3400	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 3/16	7	FP	No	Zen	M	D-R	D-R	91
92	Witt-Will..........R3	....	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 3/16	7	FP	No	Zen	M	D-R	D-R	92
93	Woods..............45	3465	180	Op	......	5625	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	76-2400	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	D-R	D-R	93
94	World.........DC-88	3295	164	182	15000	5400	P 34x7	DP34x7	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	94
	3½ Ton																									
95	Acme............45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4-4¼x5	283.5	28.9	55-2000	L	G	C	2	9¾	3	FP	Ha	Zen	G	Eis	A-L	95
96	Atterbury..........70	....	222	222	23000	8400	B 9.75/20	DB9.75/20	Con 20R	6-4⅛x4¾	380.0	40.8	87-2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	96
97	Autocar...........HS	4600	114	161	24000	7505	P 40x8	DP40x8	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾	....	2	SP	Bf	Str	G	A-Bo	L-N	97
98	Autocar.3-3½T...SHS	4800	114	161	24000	8075	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	G	D-R	L-N	98
99	Autocar.........SCHS	4800	157	203	24000	7885	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	99
100	Autocar..3-3½T.TEA	5350	192	242	22000	8625	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	100
101	Autocar............N	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	101
102	Available........T-39	....	Op	Op	25500	8000	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5⅛	462.0	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Sch	M	D-R	D-R	102
103	Available........T-43	....	Op	Op	25500	8150	B9.75/20	DB9.75/20	Wau SRK	6-4⅝x5⅛	517	51.3	110-2300	L	G	C	3	13⅞	7	CC	Wa	Sch	M	D-R	D-R	103
104	Brockway..3-4T..195	....	170	224	19500	7500	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	85-2400	H	C	N	2¾	13 3/16	7	CC	KP	Zen	M	A-L	A-L	104
105	Clinton..........85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6-4x5⅛	386.4	38.4	74-2400	L	G	C	2½	9⅞	4	FP	No	Str	V	Spl	D-R	105
106	ColemanD-40XX3½-5	....	130	184	21100	9700	B10.50/24	B10.50/24	Bud BA6	6-4⅛x5⅛	411.0	40.8	105-2200	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	106
107	Commerce..........80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	107
108	Concord........JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6-4⅛x5⅛	411.0	40.8	85-2000	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	108
109	(Z)Corbitt......15B6	....	174	220	17500	5870	P 34x7	DP34x7	Con E-601	6-3⅞x4½	318.0	36.0	80-2500	L	C	C	2¾	11 11/16	7	FP	No	Zen	M	D-R	D-R	109
110	(Z)Corbitt......15W6	....	183	224	17500	6160	P 34x7	DP34x7	Con E-601	6-3⅞x4½	318.0	36.0	80-2500	L	C	C	2¾	11 11/16	7	FP	No	Zen	M	D-R	D-R	110
111	Duplex.............EF	....	130	...	17000	6500	S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	2⅝r	10 1/32	3	PS	No	Zen	V	Eis	A-L	111
112	Federal....U6-3-3½T	3860	165	218	20000	7220	P 34x7	DP34x7	Con 18R	6-4x4½	339.0	38.4	85-2200	H	C	C	2¾	13 3/16	7	PC	KP	Str	M	D-R	D-R	112
113	Fisher-Std.......61-A	....	155	...	16800	5600	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	73-2400	H	C	C	2¾	13 11/16	7	FP	Ha	Zen	V	D-R	D-R	113
114	F.W.D.........CU-6	5120	148	180	17500	7500	P 38x9	P 38x9	Wau SRS	6-4⅛x5⅛	411.	40.8	91-2300	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	NE	114
115	F.W.D.....CU6A-3½	....	148	180	......	......	B 10.50/20	DB10.50/20	Wau SRL	6-4⅜x5⅛	462.0	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	M	N-E	N-E	115
116	Garford............80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	116

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							3 Ton —Cont'd			
1	Per	D.B-L	B-L 51	U	4	No	Spl 3	Tim 65200H	WF	R	6¾	36.1	Tim 33000H	L4IH	659	TD	Ros	9x3½x¼	C	132	80½	34	42x2½	56x3	½	1
2	G&O	D.Cov	Cov	U	4	No	Spl 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81½	34	45¼x2½	56x3	½	2
3	G&O	D.Cov	Cov	U	4	No	Spl 4	Wis69317B-L	2F	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	126	80½	34	45¼x2½	56x3	½	3
4	G&O	D.Cov	Cov	U	5	No	Spl 4	Wis69317B-L	2F	H	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	P	138	87½	34	45¼x2½	56x3	½	4
5	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	5
6	G&O	D.Cov	Cov	U	5	No	Spl 4	Wis 1237H	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	6
7	Fed	P.	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	O4IH	382	TX	Han	7x2⅞x⅞	C	82¼	54¾	34	39x2½	45x3	N	7
8	Fed	P.	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	O4IH	382	TX	Han	7¼x2⅞x¼	C	132¾	84¾	34	39x2½	56x3	N	8
9	Fed	P.	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	O4IH	382	TX	Han	7¼x2⅞x¼	C	164¾	104¾	34	39x2½	56x3	N	9
10	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	8.26	56.6	Own	O4IH	416	CD	Jac	10x3¼	C	99½	65¾	34	42x3	56x3½	½	10
11	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	7.12	48.8	Own	O4IH	416	CD	Jac	10x3¼	C	149	89¾	34	42x3	56x3½	½	11
12	Lon	P.	Own	U	4	No	Own 3	Own	SF	H	7.12	48.8	Own	O4IH	416	CD	Jac	10x3¼	C	189	114¾	34	42x3	56x3½	½	12
13	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	13
14	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	14
15	Own	D.Ful	Ful HOG	U	8	A	Blo 4	Wis 1418	2F	R	8.18	6.7	Shu 615	W2IMV	503	CX	Ros	10x2⅝x⅞	T	223	121	31	45x3	54x4	½	15
16	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM	...	2	Ros	7x3½x¼	C	.....	.....	34	39x2½	52x3	N	16
17	Mod	D.B L	B L 55	A	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM	...	T	Ros	7x3½x¼	C	.....	.....	34	39x2½	52x3	N	17
18	Per	P.B-L	B-L 314	U	4	..	Spl 3	Tim 58200H	BF	H	6.83	41.5	Tim 33020H	L4IHV	398	TX	Ros	6⅞x3x¼	C	167½	97⅛	34	41x2½	56x3	N	18
19	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58200H	BF	R	6.83	44.5	Own	L4IHV	659	TI	Ros	7½x3½x⅞	C	119	81	34	42x2½	54x3	½	19
20	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 65200H	w/2	R	6.75	44.0	Own	L4IHV	659	TI	Ros	7½x3½x⅞	C	119	81	34	42x2½	54x3	½	20
21	Lon	B-L	B-L 314	U	4	No	Spl 4	Tim 56200H	FF	R	6.16	40.6	Tim 33000H	L4IH	577	TX	Ros	7⅞x3½x⅞	C	120	74	34	43x2½	54x3	½	21
22	Lon	B-L	B-L 51	A	4	No	Spl 4	Wis 6787-L	FF	R	6.41	42.3	Tim 33000H	L4IH	660	CD	Ros	7⅞x3½x⅞	C	120	74	34	43x2½	54x3	½	22
23	MeC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35.6	Own B	O4IM	252	2I	Ros	5⅞x2¼x⅞	C	130	93	36	42¾x2½	52¾x2½	N	23
24	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	24
25	Lon	D.Own	Own	U	4	Op	Spl	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	½	25
26	Lon	D.Own	Own	U	4	Op	Spl	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6⅞x3x⅞	P	107	59	34⅛	38x2½	50x3	½	26
27	Lon	D.Own	Own	U	4	Op	Spl	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34⅛	38x2½	50x3	½	27
28	Lon	D.Own	Own	U	4	Op	Spl	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34⅛	38x2½	50x3	½	28
29	Lon	D.Own	Own	U	4	Op	Spl	Own	S½	H	8.05	50.7	Own	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34⅛	38x2¼	50x3	½	29
30	Lon	D.Own	Own	U	4	Op	Spl	Own	SF	R	8.05	50.7	Own	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34⅛	38x2½	50x3	½	30
31	McC	P.B-L	B-L 51-5	U	5	No	Spi	Cla B800	F	R	7.12	42.5	Cla F318	L4IH	660	FD	Ros	7x3½x⅞	C	.....	.....	32½	40x2½	54x3	½	31
32	McC	D.B-L	B-L 51-5	U	5	No	Spi	Tim 65720H	F	R	8.5	50.6	Cla F318	L4IH	768	FD	Ros	7x3½x⅞	C	.....	.....	32½	40x2½	54x3	½	32
33	Per	D.Jon	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Tim 33000H	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	33
34	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	658	FD	Ros	8¾x3¼x¼	C	156	90	41½	44x2½	60x3	½	34
35	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	7.25	55.0	Tim 3100H	L4IH	...	CD	Ros	9x3¼x⅞	T	.....	.....	.....	40x2½	58x3	½	35
36	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	6.16	4.30	Tim 3100H	L4IH	...	CD	Ros	9x3¼x⅞	T	.....	.....	.....	40x2½	54x3	½	36
37	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8	....	Tim 15733H	L4IHV	...	TD	Ros	7x3½x¼	C	110	.....	34	40x2½	56x3	½	37
38	Chi	D.Ful	Ful MGOG	A	5	No	Spl	Cla B800	2F	R	Opt	Opt	Cla F318	L4IHV	490	FX	Ros	6x2½x⅞	P	Opt	Opt	32½	40½x3½	50½x3	N	38
39	You	B-L	B-L 51-5	U	5	No	Blo 3	Wisc 6600	2F	H	7.75	46.2	Shu 550	W2IM	438	CD	Ros	6x3⅞x⅜	I	97	64½	34½	41⅞x2½	54½x3	¼	39
40	You	D.B-L	B-L 51-5	U	5	No	Blo 3	W 6617	2F	H	6.35	37.8	Shu 5572	L4IH	420	CD	Ros	8x3x¼	T	Var	Var	31½	41x2½	54½x3	¼	40
41	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B800	SF	H	6.37	40.5	Cla F318	L4IH	307	CD	Ros	8x3x¼	T	Opt	Opt	31½	41x2½	54⅞x3	¼	41
42	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3⅞x⅜	I	91	58½	34½	41⅞x2½	54⅞x3	¼	42
43	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	64.2	Shu 5550	W2IM	420	CD	Ros	6x3⅞x⅜	I	91	58½	34½	41⅞x2½	54⅞x3	¼	43
44	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x⅞	C	100	66	33	40x2½	50x3	N	44
45	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	45
46	G&O	D.B-L	B-L 554	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	46
47	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	47
48	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x⅞	C	100	66	33	40x2½	50x3	N	48
49	Mod	P.Own	Own	U	5	No	M.M.	Own 1000	SF	H	8.5	76.8	Own300	BE4IM	430	2I	Ros	8x3¾x¼	T	115	72½	34	42x3	56x3	¼	49
50	Mod	P.Own	Own	U	5	No	M.M.	Own 1150	2F	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¾x¼	T	115	72½	34	42x3	56x3	¼	50
51	Per	P.B-L	B-L 1554	U	4	Op	3 Spi	Tim 58200H	SF	H	6.83	43.4	Tim 33000H	L4IH	394	FD	Ros	8x2¼x⅛	..	.....	.....	31½	40x2½	52x3	½	51
52	Own	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	BF	H	6.83	....	Tim 31000H	LH1H	648	TD	Ros	7½x3x¼	T	164	104	34	38x2½	52x3	½	52
53	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 58200	SF	R	7.8	50.6	Tim 33020H	L4IHV	656	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	53
54	Mod	D.B-L	B-L 55	A	4	No	Spi 6	Wis 1418	2F	R	9.12	48.7	Tim 15300	W2IM	615	CD	Ros	6⅞x2½x¼	P	112	75	33	42x2½	56x3	½	54
55	Mod	D.B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W2IM	802	TD	Ros	6½x2½x¼	P	95	73	33	42x2½	56x3	½	55
56	Per	D.B-L	B-L 35	A	4	No	Spi	Tim 65200H	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x3	½	56
57	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	WF	R	7.5	49.5	Tim 35000H	L4IHV	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	57
58	Per	D.B-L	B-L 51	U	4	No	Spi 3	Wis 6787L	2F	R	7.00	37.4	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	107½	70	32	42x2½	54x3	½	58
59	Per	D.B-L	B-L 51-4	U	4	No	Spi	Tim 65200H	WF	R	6.5	37.2	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	104½	68	32	42x2½	54x3	½	59
60	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	5.1	27.2	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	60
61	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56⅞x3½	..	61
62	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	5.1	24.6	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	62
63	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56⅞x3½	..	63
64	MeC	D.Ful	FulMGU	U	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 33000H	L4IH	660	TD	Ros	6½x3x¼	C	141	87	34	43x2½	48x3	N	64
65	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¾	40x2½	54x3	½	65
66	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¾	40x2½	54x3	½	66
67	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH	...	TD	Ros	6x3½x⅜	I	88	57½	31	40x2½	54x3	½	67
68	Mod	D.B-L	B-L 55-7	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x¼	..	113¼	83½	34	2½x44	50x3	½	68
69	Lon	P.Lon	Cov	A	5	No	Cle	Tim	WF	R	5.40	33.5	Tim	W4IA	488	TD	Han	8½x2½x⅜	..	....	64½	34	41x2½	56x3	½	69
70	Lon	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	....	82	34	40x2¼	54x3	½	70
71	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	71
72	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	L4IH	584	FX	Ros	.....	.....	144	94½	.....	.....	.....	.....	72
73	MeC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼x¼	C	127	78	40½	38x2½	50x3	N	73
74	MeC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x⅞	C	156	94	40½	38x2¼	54x3	N	74
75	MeC	P.B-L	Own	U	4	...2	Clc	Own	F	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼x¼	C	86½	59	40½	38x2¼	50x3	N	75
76	MeC	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x⅞	C	.....	.....	40½	38x2¼	54x3	N	76
77	You	D. Ful	Ful MG U	U	4	No	Spi	Tim 56200 H	BF	R	6.02	39.2	Tim 33020 H	L4IHV	578	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	77
78	Lon	D.Ful	Ful VU	U	5	....	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	78
79	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	BF	R	7.80	49.5	Tim	L4IHV	392	TX	Han	10x3¼x¼	C	144	91	34	42x2½	54x3	..	79
80	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF	..	7.1	46.1	Tim	B4IM	...	TX	Ros	9x2¾x⅜	C	113⅛	80¼	32	40x3	56x3	½	80
81	Mod	P.B-L	B-L	U	4	A3	Spi	Tim	WF	R	7.8	47.5	Tim	B4IM	...	TX	Ros	9x	C	136½	79½	32	40x3	56x3	½	81
82	Fed	P.B-L	B-L	U	4	....	Spi	Clark	S	F	7.12	50.1	Clark	B4IMV	...	TX	Ros	9x⅜x	C	142	84½	32	40x3	56x3	½	82
83	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	83
84	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x½	P	Opt	Opt	33	40x2½	60x3	½	84
85	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	85
86	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	...	TX	Ros	12x3x½	P	Opt	Opt	33	40x2½	60x3	½	86
87	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 2C	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Own	8⅛x3⅛x⅛x⅛	C	146½	91¾	34½	40½x3	56x3½	½	87
88	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 10C	SF	R	5.18	33.9	Own 6D	O4IA	...	CI	Ros	8⅛x3⅛x⅛x⅛	C	156	91¾	34½	42x3	56x3½	..	88
89	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 11D	OL4H1V	...	CI	Ros	7⅛x2⅛x⅛	C	107½	67½	34	41x2½	54x3½	N	89
90	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 6D	O4IHV	554	CI	Ros	8x3x¼	C	109¾	74¾	34½	42x3	56x3½	..	90
91	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	142	76	32	41x2½	54x3	½	91
92	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65200H	WF	H	6.75	37.4	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	92
93	Chi	D.B-L	B-L	U	4	No	Blo 4	Tim	SF	O	Opt	Opt	Tim 33000 H	L4IH	577	TX	Ros	6x3½x¼	T	Opt	Opt	34	41x2½	50½x3	½	93
94	Mod	dp. Lon	Ful MGU	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	94
																							3½ Ton			
95	Per	B-L	B-L 51 5	U	5	No	Spi	Wis 8817B	2F	H	9.51	56.7	Shu 550	W2IM	534	2I	Ros	6x3½x¼	P	70½	54½	34	40x2½	45x3	N	95
96	Per	D.B-L	B-L 51-5	U	5	....	Spi	Tim 65720H	W	R	8.50	62.9	Tim 35000H	L4IH	765	..	Ros	8x3¼x¼	..	221	132	34	40x3	56x3½	..	96
97	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	2IM	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	97
98	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	2IM	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	98
99	Own	dp. Lon	Own T	U	4	Opt	Spi	Own C	2F	H	8.57	54.3	Own J	O2IM	516	FD	Ros	7x2½x¼	C	133½	74¾	34½	41x2½	53x3	½	99
100	Own	dp.Lon	Own T	U	12	A 3	Spi	Own TE	2F	H	7.09	....	Tim 26450	LO41D	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54¾x4	½	100
101	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO41D V	574	FD	Ros	8x3x¼	C	150	86½	34½	40x2½	54x3	½	101
102	You	D.B-L	B-L 615	U	5	No	Blo	Tim 65720	WF	R	8.5	55.6	Tim 35000	L4IH	736	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	102
103	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Tim 35000	L4IH	736	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	103
104	G&O	D.B-L	B-L	A	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x⅜	T	142	84	34½	40x2½	54x3	½	104
105	Per	B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T2IH	...	RI	Ros	8x3¼x¼	T	.....	.....	33½	43½x3	51½x3	N	105
106	R-T	D Ful	Ful R U16	A	U	8	A 2	Spi	Wis	2F	H	8.33	159	Wis	W2/41M	...	TD	Ros	12x2½x1½	C	144	89	30	48x3	48x3	C	106
107	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	107
108	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x½	C	Opt	Opt	32¼	38½x2½	50½x3	½	108
109	Per	P.B-L	B-L 514	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 33000H	L4IH	660	TD	Ros	7x3½x¼	T	144	88	34	40x2½	54x3	½	109
110	Per	P.B-L	B-L 514	U	4	No	Spi 3	Tim 65200	w/2	R	Opt	Opt	Tim 33000H	L4IH	660	TD	Ros	7x3½x¼	T	144	97	34	40x2½	54x3	½	110
111	Lon	D.B-L	B-L	U	8	A 2	Pet	Own	I	R	8.00	86.0	Own	OP4M	...	TX	Woh	6x3⅛x¼	I	.....	.....	39⅛	44x3	44x3	N	111
112	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim65706 HP	w/2	R	6.8	64.6	Own	L4IHV	767	RI	Ros	7½x3½x¼	C	119	81⅛	34	42x2½	54x3	½	112
113	Lon	B-L	B-L 51	A	A	No	Spi 4	Tim 58200H	FF	R	6.16	32.9	Tim 33000H	L4IH	660	CD	Ros	6½x2½x⅛	C	144	79	32	43x2½	54x3	½	113
114	Per	O. H-S	Own	U	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x⅜	C	132	93	36	42¾x2½	52¾x2½	N	114
115	Per	D.B-L	B-L	U	5	....	Blo	Own	....	H	6.72	55.2	Own	OWI	324	4X	Han	7x3x⅜	C	132	93	36	42¾x2½	52¾x2½	½	115
116	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	116

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3½ Ton—Cont'd																									
1	(X)Gen. Mot. T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6–3 7/8 x4½	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	1
2	(X)Gen. Mot. T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6–3 7/8 x4½	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	2
3	(X)Gen. Mot. T44	2050	141	181	16000	5005	P 36x6	DP36x6	Buick	6–3 7/8 x4½	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	3
4	(X)Gen. Mot. T-45	1990	141	181	16000	5050	P 32x6	DP32x6	Own 257	6–3 7/8 x4½	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	4
5	Gotfredson...RW 76A	....	....	....	21900	7500	B9 75/20	DB9.75/20	Bud K428	6–4⅜x4¾	428.0	45.9	100–2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	5
6	Gotfredson...RD 76A	....	....	....	21900	7500	B9.75/20	DB9.75/20	Bud K428	6–4⅜x4¾	428.0	45.9	100–2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	6
7	G-P 6-56, 3½-5	3325	158	195	15000	7100	B9.00/20	DB9.00/20	Lyc TS	6–3⅞x5	353.0	36.5	97–2750	L	G	C	2¾	10	4	PC	Mo	Str	M	A-L	A-L	7
8	G-P 65-8, 3½-5	3485	158	195	15000	7200	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	420.	45.0	140–3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	8
9	(V) Hug...C87, 87M	....	....	....	21800	.....	F 36x8	DP36x8	Bud DW6	6–3¾x5	330.0	33.7	70–2100	L	G	B	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	9
10	Hug.....43-3½-4T	....	160	205	.....	.....	B9.75/20	DB9.75/20	Bud K428	6–4⅜x4¾	428.4	45.9	100–2400	L	G	C	3	11½	7	PC	No	Zen	M	A-L	A-L	10
11	Indiana 3-4T...195	....	170	224	19500	7500	P 34x7	DP34x7	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13 3/4	7	CC	KP	Str	M	A-L	A-L	11
12	International.....W2	3900	148	200	.....	8400	S 36x5	S36x10	HaS 151	4–4½x5½	312	28.9	59–1800	H	C	A	2¾	8¾	3	PC	HS	Zen	U	R-Bo	D-R	12
13	Kenworth. 166B. 3½-4	3850	....	....	.....	.....	B 9.00/20	DB9.00/20	Bud K393	6–4 1/4 x4¾	393	42.1	103–2600	L	G	C	3	11½	7	FP	No	Zen	M	D-R	D-R	13
14	Kenworth. 166A. 3½-4	4330	....	....	.....	.....	B 9.00/20	DB9.00/20	HaS 147	6–4x5	377	38.4	89–2300	H	C	A	2⅞	11½	4	FP	No	Zen	M	D-R	D-R	14
15	Kleiber.....210	....	190	192	21000	7100	B 9.00/20	DB9.00/20	Con 20R	6–4½x4¾	380.9	40.8	89–2400	H	C	C	2¾	13 3/4	7	CC	No	Str	M	D-R	D-R	15
16	Larrabee.....65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	C	2⅝	13 3/4	7	FP	No	Zen	G	D-R	D-R	16
17	Moreland 2½T,B13,15	2850	184	....	15000	6315	B 8.25/20	DB8.25/20	Her WXC	6–4x4½	339.0	38.4	75–2400	L	G	C	2⅝	13¾	7	PC	....	Zen	M	A-L	A-L	17
18	Netco.....E	4500	140	200	18500	7500	B9.75/20	B 9.75/20	Wau 6SRL	6–4⅜x5½	462.	45.9	100–2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	18
19	Omort.....35	....	150	150	21000	7600	P 36x8	DP36x8	Her WXC	6–4x4½	339.	38.4	73–2000	L	G	B	2⅝	13¾	7	PC	No	Zen	M	A-L	A-L	19
20	Oshkosh.....HC	5150	146	165	18500	8200	B 10.50/20	B 10.50/20	Her YXC	6–4⅜x4¾	428.4	45.9	90–2000	L	G	C	3	15	7	PC	Ha	Zen	M	R-Bo	L-N	20
21	Relay.....60DC	4745	175	192	.....	7800	P 38x7	DP40x8	Bud BA6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2½	9¾	4	PC	Bu	Zen	V	A-L	A-L	21
22	Relay.....80	5330	175	192	.....	8600	P 36x6	S 40x12	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	22
23	Schacht....28H,3½-5	....	146	227	.....	6900	B 9.00/20	DB9.00/20	Her WXC	6–4x4½	339.0	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	23
24	Service.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	24
25	Sterling..FW97, FD97	4225	192	222	.....	7955	P 36x8	DP36x8	Wau MK	6–4½x4¾	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	25
26	Sterling FW97S, FD97S	4490	192	222	.....	8200	P 36x8	DP36x8	Wau SRL	6–4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	26
27	Sterling.....FC100	....	192	222	.....	7750	P 36x8	DP36x8	Wau MK	6–4½x4¾	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	27
28	Stewart.....19X	3690	165	235	.....	7110	B9.00/20	DB9.00/20	Lyc TS	6–3⅞x5	354.0	36.2	90–2750	L	G	C	2¾	10	4	PS	Ha	Str	V	D-R	D-R	28
29	Stewart.....38-6	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Wau 6SRL	6–4⅜x5½	462.0	45.9	100–2000	L	G	C	3	12⅞	7	FP	Ha	Str	M	D-R	D-R	29
30	Stewart.....38-8	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Lyc AE	8–3¾x4¾	428.0	44.4	130–2800	L	G	C	2¾	12¾	5	FP	No	Str	M	D-R	D-R	30
31	Studebaker.....99	3795	184	....	.....	5400	B 7.50/20	DB 7.50/20	Own	8–3¼x4¾	337.0	39.2	115–3200	L	G	C	⅝	9	5	PC	No	Str	M	D-R	D-R	31
32	Walter.....FM	5500	120	....	17000	7500	B 9.00/20	DB9.00/20	Own 6SRL	6–4⅜x5½	462	46.0	100–1800	L	G	C	3	13⅞	7	FP	Own	Zen	P	D-R	D-R	32
33	Ward LaFrance 30B18	....	197	209	18000	.....	B 9.00/20	DB9.00/20	Own	8–3⅝x4½	322	36.4	100–2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	33
34	Ward LaFrance 30R18	....	197	209	18000	.....	B 9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	381	40.8	83–2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	34
35	Ward-La France30B21	....	....	....	21000	.....	B 9.00/22	DB9.00/22	Own	8–3⅝x4½	322	36.4	100–2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	35
36	Ward-La France30R21	....	....	....	.....	.....	B 9.00/22	DB9.00/22	Wau 6MK	6–4½x4¾	381	40.8	83–2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	36
37	White.....631	5750	168	215	24000	9000	B9.25/20	DB9.25/20	Own 3AD	6–4x5¼	396	38.4	82–1800	H	C	S	2¾	13½	7	FP	Own	Zen	M	D-R	D-R	37
38	White....641-3½ Ton	6450	180	214	24000	9700	B9.75/20	DB9.75/20	Own 1AB	6–4⅜x5¾	519	45.9	108–1800	H	C	S	3	15½	7	FP	Own	Zen	E	L-N	L-N	38
39	Wichita.....6-95	4950	173	Op	20000	8103	P 34x7	DP36x8	Wau SRL	6–4⅜x5½	462	46.0	97–2000	L	G	C	3	13¾	7	CC	Wa	Str	M	D-R	D-R	39
40	Witt-Will.....R3B	....	150	....	15500	6800	B 9.00/20	DB9.00/20	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13 3/4	7	FP	No	Zen	M	D-R	D-R	40
41	Witt-Will.....R35	4200	159	....	16800	6800	B 9.00/20	DB9.00/20	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13 3/4	7	FP	No	Zen	M	D-R	D-R	41
42	Woods.....53B	3995	190	Op	.....	6200	B 8.25/20	DB8.25/20	Her WXC 3	6–4¼x4½	383	43.3	84–2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	42
43	Woods.....53W	4595	190	Op	.....	6675	B 9.00/20	DB9.00/20	Her WXC 3	6–4¼x4½	383	43.3	84–2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	43
	4 Ton																									
44	Acme.....8X	....	192	Op	19000	7300	B9.75/20	DB9.75/20	Con 20R	6–4½x4¾	381	40.8	89–2400	H	C	N	2¾	13 3/4	7	PC	Ha	Str	M	A-L	A-L	44
45	Armleder.....41	....	Op	199	16300	6000	P 34x7	DP34x7	Her WXC	6–4x4½	339	38.4	75–2000	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	A-L	A-L	45
46	Atterbury.....C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6–4½x4¾	381	40.8	82–2400	L	G	C	2⅝	12⅞	7	PC	Ha	Zen	M	D-R	D-R	46
47	Available.....T-45	....	Op	Op	27000	8800	B 9.75/20	DB9.75/20	Wau 6AB	6–4½x5¾	549	48.6	100–2000	L	G	C	3½	11⅝	7	CC	Wa	Sch	M	D-R	D-R	47
48	Brockway.....195	....	170	224	19500	8100	P 36x8	DP36x8	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13 3/4	7	CC	KP	Zen	M	A-L	A-L	48
49	Chicago.....1-35-E	2600	160	208	15300	5800	B 8.25/20	DB8.25/20	Wau MK	6–4½x4¾	381	40.8	83–2200	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	49
50	Clinton.....90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4–4½x6	381	32.4	50–1400	L	G	C	2⅝ r	11 3/4	3	PC	Bu	Zen	V	Spl	D-R	50
51	Clinton.....90M	....	190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4–4½x6	381	32.4	50–1400	L	G	C	2⅝	11 3/4	3	PC	Bu	Zen	V	Spl	D-R	51
52	Commerce.....80	5330	175	192	....	8400	S 36x6	S 36x14	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	52
53	Condor.....GGB	....	190	210	20000	7710	B 8.25/20	DB8.25/20	Con 21R	6–4⅜x4¾	428.4	45.9	100–2200	H	C	C	2¾	13 3/4	7	PC	No	Zen	M	A-L	A-L	53
54	(Z)Corbitt.....18	....	178	230	21600	8100	P 36x8	DP36x8	Con E–602	6–4½x4½	360.0	40.8	88–2500	L	C	C	2¾	12 3/4	..	FP	No	Zen	V	D-R	D-R	54
55	Day Elder.....200	3295	156	204	20000	7600	B 9.00/20	DB9.00/20	Con 18R	6–4x4¼	500.9	38.4	82–2400	H	C	N	2¾	13 3/4	7	FP	Co	Zen	M	D-R	D-R	55
56	Diamond T.....603	3300	169	230	20000	7500	B 9.00/20	DB 9.00/20	Her YXC	6–4½x4¾	339.3	45.9	94–2500	L	G	C	3	14	7	PC	Ha	Zen	M	A-L	A-L	56
57	Diamond T.....603B	3600	177	244	19000	7650	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	428.4	48.6	110–2200	L	G	C	3	12½	7	PC	Ha	Zen	M	L-N	L-N	57
58	Diamond T.750-4, 5 T	4650	178	238	24000	9000	B 9.75/22	DB 9.75/22	Her RXC	6–4⅝x5¼	529	51.3	124–2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	58
59	Fageol.....370	4350	182	200	....	8080	B9.00x20	DB 9.00x20	Wau SRL	6–4¾x5½	462.0	46.0	98–2000	L	G	A	3	13⅝	7	PC	No	Zen	V	D-R	D-R	59
60	Fisher-Std.....80-A	....	146	....	21600	6900	P 36x8	DP36x8	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	C	2¾	13 3/4	7	FP	Ha	Zen	V	D-R	D-R	60
61	Fisher-Std.....85-A	....	146	....	21600	7900	P 36x8	DP36x8	Con 21R	6–4¾x4¾	427.5	45.9	102–2400	H	C	C	2¾	13 3/4	7	FP	Ha	Zen	V	D-R	D-R	61
62	FWD.....8SU	5220	148	Op	18600	7600	P 38x9	P 38x9	Wau SRL	6–4¾x5½	462.0	45.9	102–2400	L	G	C	3	13⅞	7	PC	Wa	Zen	V	R-Bo	NE	62
63	Garford.....80	5330	175	192	....	8400	S 36x6	S 36x14	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	63
64	(X)Gen. Mot. T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6–3 7/8 x4½	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	64
65	(X)Gen. Mot. T42	1975	141	181	15000	4910	P 34x7	DP34x7	Buick	6–3 7/8 x4½	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	65
66	(X)Gen. Mot. T44	2065	141	181	16000	5095	P 34x7	DP34x7	Buick	6–3 7/8 x4½	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	66
67	(X)Gen. Mot. T-45	2095	141	181	16000	5235	B 8.25/20	DB8.25/20	Own 257	6–3 7/8 x4½	257.5	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	67
68	(X)Gen. Mot. T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	68
69	(X)Gen. Mot. T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	69
70	Gotfredson...RW 84A	....	160	180	.....	8400	P 347	DS40x7	Bud YBUI	4–4½x6	....	32.4	....	L	....	....	....	....	....	PC	Pe	Str	M	R-Bo	D-R	70
71	Gramm.....GY	....	190	210	18000	7700	B 8. 25/20	DB 8.25/20	Con 21R	6–4¾x4¾	428 4	45.9	100–2200	H	C	C	2¾	13 3/4	7	PC	No	Zen	M	A-L	A-L	71
72	Gramm.....G	....	160	235	24000	7950	B 9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	428.4	45.9	100–2200	H	C	C	2¾	13 3/4	7	PC	....	Zen	M	A-L	A-L	72
73	G-P 75-6, 4-6	4220	154	191	19000	7400	B9.75/20	DB9.75/20	Wau SRL	6–4⅜x5½	462.	45.9	100–2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	73
74	G-P 75-8 4-6	4185	174	Op	19000	7500	B9.75/20	DB9.75/20	Lyc AEC	8–3¾x4¾	420	45.0	135–3000	L	G	C	2¾	11⅜	5	PC	Mo	Str	M	A-L	A-L	74
75	Hahn & Selden...47D	....	151	184	19500	7800	P 36x8	DP36x8	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	N	2¾	....	7	PC	No	Zen	V	A-L	A-L	75
76	Hendrickson...U6–24	....	Op	Op	24000	8200	B 9.75/20	DB9.75/20	Wau 6SRL	6–4½x5½	462.0	45.9	97–2000	L	G	C	3	13½	7	FP	Wa	Zen	M	A-L	A-L	76
77	Indiana.....195	....	170	224	19500	8100	P 36x8	DP36x8	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13 3/4	7	CC	KP	Str	M	A-L	A-L	77
78	Kenworth. 186.4,5 Ton	4675	....	....	.....	.....	B 9.75/20	DB9.75/20	Her YWC2	6–4½x4¾	453	48.6	98–2200	L	G	A	3	14	7	CC	Ha	Zen	M	D-R	D-R	78
79	Kleiber.....225	....	202	....	22500	7500	B9.25/20	DB9.75/20	Con 21R	6–4¾x4¾	427.5	45.9	102–2400	H	C	C	2¾	13 3/4	7	FP	No	Str	M	D-R	D-R	79
80	LaFrance-RepublicH-2	....	174	198	16000	6350	P 34x7	DP34x7	Lyc TS	6–3¾x5	354	36.2	86–2300	L	G	C	2¾	10	4	FP	Ha	Zen	M	A-L	A-L	80
81	LaFrance-Republic.H3	....	179	206	18000	.....	B 9.75/20	DB9.75/20	Bud K393	6–4 1/4 x4¾	393	42.1	94–2400	L	G	C	3	11½	7	PC	Ha	Zen	M	A-L	A-L	81
82	Lange.....F16	5500	148	188	23000	8600	P 40x8	DP40x8	Her YXC	6–4½x4¾	428	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	82
83	Larrabee.....75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6–4½x4¾	380.8	40.8	89–2400	H	C	C	2¾	13 3/4	7	FP	No	Zen	G	D-R	D-R	83
84	LeMoon.....HB30	3950	169	199	20000	7400	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5½	462	45.9	98–2000	L	G	C	3	13⅞	4	PC	Wa	Str	G	A-L	A-L	84
85	LeMoon.....HB38	3950	175	205	24000	7700	B 9.75/20	DB9.75/20	Lyc AEC	8–3¾x4¾	420.0	44.4	130–2800	L	G	C	2¾	12¾	5	FP	Ha	Str	M	D-R	D-R	85
86	Maccar.....66A	5750	170	206	21000	8200	B 9.75/20	DB9.75/20	Her YXC3	6–4½x4¾	479.0	51.3	102–2000	L	G	C	3	15	7	FP	Pe	Zen	M	D-R	D-R	86
87	Mack.....BC	5250	154	190	....	.....	P 36x8	DP36x8	Own BC	6–4x5½	414.7	38.4	103–2600	L	G	C	3	12 3/4	7	FP	Ha	Str	V	N-E	N-E	87
88	Noble.....166C	4500	180	207	19870	8670	P 34x7	DP34x7	Con 20R	6–4½x4¾	381	40.8	88–2400	H	G	N	2¾	13 1/4	7	FP	Co	Str	V	A-L	A-L	88
89	Oshkosh.....HXC	5675	146	165	19700	9000	B11.25/20	B11.25/20	Her RXB	6–4½x5½	501.0	48.6	106–2000	L	G	C	3	15	7	PC	Ha	Str	M	N-E	L-N	89
90	Pierce-Arrow.....PX	....	160	200	24000	9400	B10.50/20	DB10.50/20	Own	6–4½x4¾	479.0	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	90
91	Relay.....80	5380	175	192	.....	8800	P 38x7	S 40x14	Bud BA 6	6–4½x5½	411	40.8	83–2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	91
92	Reo.....4H, 4J, 4K	....	170	190	20000	6280	B8.25/20	DB9.00/20	Own	6–4½x4¾	381.0	40.8	101–2600	L	G	B	3	12⅞	7	FP	No	Sch	M	D-R	D-R	92
93	Schacht...28HA,& 5½	....	146	227	.....	7050	B 9.75/20	DB9.75/20	Her WXC	6–4x4½	339.0	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	93
94	Schacht....30H,& 5½	....	146	227	.....	7100	B 9.00/20	DB9.00/20	Her WXC	6–4x4½	339.0	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	94
95	Service.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6–4½x5½	411	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	95
96	Sterling..FW97, FD97	4225	192	222	.....	7955	P 36x8	DP36x8	Wau MK	6–4½x4¾	381	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	96
97	Sterling FW97S, FD97S	4490	192	222	.....	8200	P 36x8	DP36x8	Wau SRL	6–4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	97
98	Sterling FW115, FD115	4805	192	222	.....	8750	P 40x8	DP40x8	Wau SRL	6–4½x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	98
99	Sterling.....FC107	5200	192	222	.....	8200	P 36x8	DP36x8	Wau SRL	6–4½x5½	462	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	99
100	Sterling.....FC120	5350	192	222	.....	8550	P 40x8	DP40x8	Wau MK	6–4½x4¾	381	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	100
101	Ward La France .35R	....	Op	Op	23000	.....	B9.75/20	DB9.75/20	Wau SRL	6–4⅜x5½	462	45.9	97–2000	L	G	C	3	13¾	7	FP	Wa	Str	P	D-R	D-R	101
102	Ward-La France..35B	....	Op	Op	23000	.....	B 9.75/20	DB9.75/20	Lyc	8–3¾x4¾	420	45.	130–2800	L	G	C	2¾	12¾	5	FP	No	Zen	..	D-R	D-R	102
103	White.....642-4 Ton	6750	180	214	28000	10600	B9.75/24	DB9.75/24	Own 1AB	6–4⅜x5¾	519	45.9	108–1800	H	C	S	3	15 1/4	7	FP	Own	Zen	E	L-N	L-N	103
104	Witt-Will.....R4	4440	159	....	21600	8000	P9.75/20	DP9.75/20	Con 20R	6–4½x4¾	381	40.8	88–2200	H	C	N	2¾	13 3/4	7	FP	No	Zen	E	D-R	D-R	104
105	Witt-Will.....R4X	4600	159	....	21600	8000	P9.75/20	DP9.75/20	Con 21R	6–4½x4¾	427	45.9	100–2600	H	C	N	2¾	13 3/4	7	FP	No	Zen	E	D-R	D-R	105
106	Woods.....75	4960	190	Op	....	7200	B 9.75/20	DB9.75/20	Her YXC 3	6–4½x4¾	479	51.2	104–2200	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	A-L	106
107	World.....DA-115	3595	168	182	17500	6100	P 36x8	DP36x8	Lyc HD	8–3¼x4½	298.6	33.8	115–3300	L	C	C	2¾	10	5	PC	Ha	Zen	M	A-L	A-L	107
	4½ Ton																									
108	Gotf'dson RD,RW96A	....	....	....	24000	8500	B9.75/20	DB9.75/20	Buda K479	6–4¼x4¾	479.0	51.2	100–2000	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	108
109	Larrabee 85	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6–4½x4¾	424.4	45.9	97–2400	H	C	C	2¾	1a 1/2	7	FP	No	Zen	G	D-R	D-R	109
110	Moreland...4T,B16,18	3025	184	....	18000	6695	B 9.00/20	DB9.00/20	Her WXC	6–4x4½	339.0	38.4	75–2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	110
111	Moreland...4T,E16,18	3300	184	....	18000	6960	B 9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	383.0	43.3	92–2400	L	G	C	2⅝	13¼	7	PC	....	Zen	M	A-L	A-L	111
112	Schacht...30HA,& 6	....	146	227	.....	7250	B 9.75/20	DB9.75/20	Her WXC	6–4x4½	339.0	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	112

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							3½ Ton—Cont'd			
1	Lon	D.Own	Own	U	4	Op	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	1
2	Lon	D.Own	Own	U	4	Op	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	2
3	Lon	D.Own	Own	U	4	Op	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	3
4	Lon	D-Own	Own	U	4	Op	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	4
5	McC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 65720H	F	R	8.5	80.7	Tim 35000H	L4IH	768	FD	Ros	8x3½x	C			32½	40x2½	54x3	½	5
6	McC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 75720H	F	R	8.1	77.4	Tim 35000H	L4IH	768	FD	Ros	8x3½x	C			32½	40x2½	54x3	½	6
7	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	7.80	56.0	Tim 33000H	L4IH	...	CD	Ros	10x3½x	T				40x3	58x3½	½	7
8	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	6.82	48.0	Tim 33000H	L4IH	...	CD	Ros	10x3½x	T				40x3	58x3½	½	8
9	You	D.B-L	B-L 55-7	U	A	7	No	Blo 3	Wis 1237Q	2F	H	8.64	82.1	Shu 610	W2IM	420	TD	Ros	7x3½x¼	I	96½	64½	34½	41½x2½	54½x3	¼	9
10	You	..B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237H	2I	H	....	....	Shu 632 3	L4IH	...	CD	Ros	8x3x	T			34½	41½x2½	54½x3		10
11	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3	½	11
12	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	9.95	83.9	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	12
13	Per	P.B-L	B-L 1554	U	4	Op 3	Spi	Tim 58200H	SF	H	6.83	43.4	Tim 35100H	L4IH	455	FD	Ros	7–9x3x¼	..	....	....	33¾	42x2½	56x3½	N	13
14	Per	P.B-L	B-L 1554	U	4	Op 3	Spi	Tim 58200H	SF	H	6.83	43.4	Tim 35100 H	L4IH	455	FD	Ros	7–9x3x¼	..	....	....	33¾	42x2½	56x3½	N	14
15	Own	D.B-L	B-L 55	A	7	No	Spi	EatDR2412H	..	R	7.25	77.0	Tim 33020H	L4IHV	676	FD	Ros	7½x3x¼	T	170	Opt	34	38x2½	52x3	¼	15
16	Per	D.B-L	B-L 51	U	4	No	Spi	Ti' 65200D	WF	H	7¾	40.0	Tim 15733H	L4IH	650	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	54x3	½	16
17	Lon	P.B-L	B-L 314	U	4	....	Pet 3	Tim 56200 H	SF	R	6.17	40.7	Tim 33020 H	L4IH	578	....	Ros	9 x3½x	..	156	101	34	40x2½	54x3	½	17
18	Mod	D.B-L	B L 55	N	4	No	Pet 2	Tim 65704	WF	R	7.25	Opt	Tim 15733	2M	520	DI	Ros	9x3x¼	C	132	96	34	40x3	50x3	½	18
19	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH	...	TD	Ros	6x3½x½	I	108	74	31	40x2½	54x3	½	19
20	Mod	D.B-L	B-L 60	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x½	..	113¼	83½	34	2½x44	50x3	½	20
21	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	21
22	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302				Ros			144	94½				..	22
23	You	D.FUL	Ful MG U	U	4	No	Spi	Tim 58200 H	BF	R	6.83	43.8	Tim 33020 H	L4IHV	452	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	23
24	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½				..	24
25	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3½x¼	C	172	108	34	48x3	54x3	½	25
26	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3½x¼	C	172	108	34	48x3	54x3	½	26
27	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	Own	CD	R	9.3	61.2	Tim	O2IMV	576	FX	Ross	12x3½x¼	C	172	108	34	48x3	54x3	½	27
28	Fed	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM	...	TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	½	28
29	Fed	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	...	TX	Ros	9x	C	142	84½	32	40x3	56x3	½	29
30	Fed	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	...	TX	Ros	9x	C	142	84½	32	40x3	56x3	½	30
31	Lon	D.Lon	Ful	U	4	No	Spi	Eat	8½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8 x3x	..	143¾	91½	41½	38x2½	56¾x3	N	31
32	Own	Own	Own	U	5	No	Own	Own	2D	H	6.00	60.0	Own	O4FXM	450	FM	Ros	12x2¾x¼	P	126	84	34	48x4	48x4	½	32
33	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x	C	Opt	Opt	33	40x2½	60x3	½	33
34	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x	C	Opt	Opt	33	40x2½	60x3	½	34
35	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x	..	Opt	Opt	33	40x2½	60x3	½	35
36	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	12x3½x	..	Opt	Opt	33	40x2½	60x3	½	36
37	.....	P.Own	Own	A	U	4	No	Spi 4	Own 2C	FD	R	8.70	56.9	Own	O4IHV	...	CI	Ros	8x3x	C	109¾	74½	34	42x3	56x3½	..	37
38	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 2C	FD	R	7.16	46.9	Own 9D	O4IA	...	CI	Ros	8½x3 x	C	156	91¾	34	42x3	56x3½	..	38
39	You	D.Ful	Ful MHOG	A	8	U-2	Spi 4	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	320	TD	Ros	7x2¼x¼	P	143¼	91¾	30	40x2½	56x3	½	39
40	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	40
41	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720H	WF	H	6.75	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	41
42	Chi	D.B-L	B-L 51	U	5	Opt	Blo 4	Tim 58200 H	SF	R	Opt	Opt	Tim 35000 H	L4IH	660	FD	Ros	7x3½x¼	P	Opt	Opt	34	41x2½	50½x3	½	42
43	Chi	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x¼	P	Opt	Opt	34	41½x2½	53x3	½	43
																								4 Ton		
44	Per	..B-L	B-L 60-4	A	4	....	Spi	Tim 65720H	WF	R	7.75	41.5	Tim 35000	L4ID	768	TD	Ros	7x3½x¼	P	168	105½	34	40x2½	54x3	½	44
45	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	....	....	Shu 5572	L4IHV	...	CD	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	62½x3	..	45
46	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T2IMV	500	RI	Ros	8x3¼x¼	C	169½	103½	34	41½x3	54x3½	¼	46
47	You	D.B-L	B-L 70-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Tim 26450	L4IHV	673	TD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	47
48	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x	P	142	84	34½	40x2½	54x3	½	48
49	Chi	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	BF	R	6.8	42.0	Tim 33020H	L4IHV	660	TX	Ros	7x4x¼	P	Opt	Opt	33½	41½x2½	56x3	..	49
50	Own	D.B-L	B-L 55	A	4	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	50
51	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	51
52	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½				..	52
53	Per	D.Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	...	FD	Ros	8¼x3¼x¼	C	176	119	41½	44x2½	60x3	½	53
54	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	w/2	H	Opt	Opt	Tim 35000H	L4IHV	768	TD	Ros	8x3½x¼	P	132	92	34	40x2¼	56x3	½	54
55	Per	D.B-L	B-L 55	A	4	No	Spi 3	Tim 65720H	WF	R	7.75	43.5	Tim 35000H	L4IHV	768	TD	Ros	9x3½x¼	P	132	80½	34	42x2½	56x3	½	55
56	G&O	D.Cov	Cov	U	4	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	56
57	G&O	D.Cov	Cov	U	4	No	Spi 4	Wis 1237H	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	57
58	G&O	D.Cov	Cov	A	5	No	SpP 4	Wis 1627 KW	2F	R	Opt	Opt	Shu 678	W84I	552	TD	Ros	7¼x3½x	P	138	89¼	34	46x3	56x3½	½	58
59	Per	P.B-L	B-L 554&60	U	12	A3	Spi 4	Tim 65706	WF	R	5.19	127	Tim 15302	T2IMV	510	TX	Ros	7½x3½x	C	172	101½	33½	41x3	56x3½	N	59
60	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 65720W	FF	R	7.75	73.6	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x	C	126	69	32	43x2½	54x3	½	60
61	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 66720W	FF	R	8.2	77.9	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x	C	126	69	32	43x2½	54x3	½	61
62	Per	O.H-S	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x	C	132	93	36	42¾x2½	52¾x2½	½	62
63	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½				..	63
64	Lon	D.Own	Own	U	4	Op	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	64
65	Lon	D.Own	Own	U	4	Op	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	65
66	Lon	D.Own	Own	U	4	Op	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	66
67	Lon	D.Own	Own	U	4	Op	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	½	67
68	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	68
69	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	½	69
70	McC	D.B-L	B-L 60 Max	A	7	No	Spi	T' 66704DHP	WF	..	10.3	98.1	Tim 16710H				Ros									70
71	Per	D.Don	Cov Rus	U	4	No	Blo	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	736	FD	Ros	8¼x3¼x¼	C	176	119	41½	44x2½	60x3	½	71
72	Per	D.B-L	B-L	U	4	....	Blo	Wis 1237	2F	H	6.8	49.0	Tim	L4IHV	768	FD	Ros	12x2½x¼	P	98	67	34	42x2½	52x3	..	72
73	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.75	65	Tim 35100H	L4IH	...	CD	Ros	11x3½x	T	....	....	....	40x3	58x3½	½	73
74	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.25	51.2	Tim 35100H	L4IH	...	CD	Ros	11x3½x	T	....	....	....	40x3	58x3½	½	74
75	Chi	D.B-L	B-L 51	U	5	No	Blo	Wis 1237H	2F	R	....	....	Tim 15733 H	L4IHV	...	TD	Ros	7x3½x¼	P	110	....	34	40x2½	56x3	½	75
76	Chi	D.B-L	B-L 60-7	A	7	No	Spi	Tim	2F	R	Opt	Opt	Tim	W84IA	...	FX	Ros	8x3x	P	Opt	Opt	36	43x3½	53x3½	N	76
77	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.2	52.4	Shu	L4IHV	471	CD	Ros	8½x3x	P	142	84	34½	40x2½	54x3	½	77
78	Per	P.B-L	B-L 1554	U	4	A3	Spi	Tim 75720 H	2F	H	7.33	104.	Tim 35100 H	L4IH	602	FD	Ros	7–9x3x¼	..	....	....	33¾	42x2½	56x3½	½	78
79	Fed	D.B-L	B-L 55&60	A	12	A	Spi	Eat 2412H	2	H	Opt	Opt	Tim 35120H	L4IHV	870	TD	Ros	7x3½	P	....	....	34	44x2½	52x3	½	79
80	Per	D.Ful	Ful MGU	U	4	No	Spi 3	Wis 69317	2F	R	6.41	41.6	Tim 33020H	L4IHV	658	FD	Han	8x3x¼	C	137¼	90	32	39x2½	60x3	½	80
81	Per	D.Ful	Ful MK U	U	4	No	Spi 3	Tim 75720 H	2F	R	8.15	77.9	Tim 33000 H	L4IHV	768	FD	Ros	8x3x¼	C	144	75	32	39x2½	60x3	½	81
82	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	TD	Ros	8x3x	P	154½	99½	37	44x3	56x4	½	82
83	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65720DH	W-F	H	8½	80.8	Tim 16702H	L4IH	675	TD	Ros	8x3½x¼	P	Opt	Opt	34	40x2½	56x3	N	83
84	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65720HP	WF	R	6.0	32.1	Tim 35000H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	84
85	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	Tim 65720HP	WF	R	6.0	42.0	Tim 35000H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	85
86	Per	B-L	B-L 60	A	7	No	Spi 4	Tim 65720W	WF	R	6.80	64.6	Tim 26450W	W84IA	618	TD	Ros	10x3½x¼	P	115	80	33	42x3	58½x3	½	86
87	Own	P.Own	Own BC	U	4	No	Spi 4	Own BC	2F	H	6.69	39.1	Own BC	O4IV	610	FD	Own	8½x3x	T	120	73	33¼	43½x3	56 x3½	..	87
88	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65720H	WF	R	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3x¼	C	134	103½	34	46x3	54x3	N	88
89	Mod	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	2F	H	9.6	91.2	Own	B4IMV	630	TX	Han	7x2½x½	..	113¼	83⅞	34	44x2½	50x3	½	89
90	Lon	P. Lon	Cov	A	4	No	Cle	Tim	..	R	7.37	40.0	Tim	W4IA	610	TD	Han	9½x2½x	C	132½	78⅝	34	41x3	56x3½	½	90
91	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim16302				Ros			144	94½				..	91
92	McC	dp-Lon	Own	U	4	....	Cle575	Cla	SF	H	6.43	42.4	Own	L4IHV	390	FD	Ros	10x3x¼	C	143	83	34	44x3	56x3½	..	92
93	You	D.Ful	Ful MG U	..	4	No	Spi	Tim 58200 H	BF	R	6.83	43.8	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	93
94	You	D.Ful	Ful MG U	..	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	94
95	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302				Ros			144	94½				..	95
96	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	96
97	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w 2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	97
98	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	98
99	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	8.2	54.6	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	99
100	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	100
101	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x½	..	Opt	Opt	33	40x2½	62x3½	½	101
102	Mod	P.B-L	B-L	A	4	Opt	Opt	Tim	WF	R	Opt	Opt	Tim	T2IMV	...	TD	Ros	14x3½x½	..	Opt	Opt	33	44x3	62x3½	½	102
103	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8½x3 x	C	156	91¾	34	42x3	52x5	N	103
104	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	7.25	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	104
105	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	6.8	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	105
106	Chi	D.B-L	B-L 615	U	5	No	Blo 5	Tim 75720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x¼	P	Opt	Opt	34	41½x2½	53x3	½	106
107	Mod	DP.Lon	Ful MGU	U	4	No	Spi 3	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L4IHV	660	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	107
																								4½ Ton		
108	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66720dh	W/2	R	9.5	90.2	Tim 26450H	L4IH	...	FD	Ros	8x3½x	C	....	....	32½	40x2½	54x4	½	108
109	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	...	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3½	½	109
110	Lon	P.B-L	B-L 314	U	4	....	Pet 3	Tim 58200 H	SF	R	6.13	40.5	Tim 33020 H	L4IH	659	....	Ros	9 x3½x	..	156	101	34	40x2½	54x3	½	110
111	Lon	P.B-L	B-L 51-4	U	4	....	Pet 3	Tim 58200 H	SF	R	6.13	32.9	Tim 33020 H	L4IH	659	....	Ros	9 x3½x	..	156	99½	34	41½x2½	54x3	½	111
112	You	D.Ful	Ful MG U	U	4	No	.....	Wis 8837AL	2F	R	7.14	46.4	Tim 33020 H	L4IHV	658	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	112

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	4½ Ton—Cont'd																									
1	Schacht....35H,& 6½	....	146	227	.....	7700	B 9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	360.8	40.3	80–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	1
2	Ward La France .45D	....	Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462	45.9	97–2000	L	G	C	3	13⅜	7	FP	Wa	Str	P	D-R	D-R	2
	5 Ton																									
3	Acme.....10X Spec	....	192	Op	23500	9400	B10. 50/20	DB10.50/20	Con 21R	6-4⅜x4¾	428.4	45.9	100–2200	H	C	N	2¾	13	7	PC	Ha	Str	M	A-L	A-L	3
4	Acme.....10X	....	194	Op	23500	9600	B10. 50/ 20	B10.50/20	Con 15H	6-4½x5¾	548.6	48.6	105–2000	L	G	A	3	13⅛	7	PC	Pe	Str	M	A-L	A-L	4
5	Am. LaF. Big... Ch.16	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6-4½x6	572.5	48.6	115–1600	L	G	C	3	10½	4	FP	On	Zen	V	D-R	D-R	5
6	Armleder.....61	....	Op	199	19420	6700	P 36x8	DP36x8	Her WXC2	6-4⅛x4½	360	40.8	80–2200	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	A-L	a-L	6
7	Atterbury.....100	....	223	237	28000	9100	B10. 50/20	DB10.50/20	Con 21R	6-4⅜x4¾	428.4	45.9	101–2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	7
8	Autocar 3½ & 5T...C	5500	172	186	28000	9705	P 42x9	DP42x9	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	8
9	Autocar.....TFA	6100	192	242	28000	9430	P 38x9	DP38x9	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	9
10	Available.....T-50	....	Op	Op	33000	9800	B 9.75 20	DB9.75/20	Wau 6RB	6-5x5¾	677.4	60.0	125–1900	L	G	C	3½	11⅜	4	CC	Wa	Str	M	D-R	D-R	10
11	Brockway....4-5T–220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6-4¾x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	11
12	Chicago.....1-50-B	....	140	236	18780	7780	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	97–2000	L	G	A	3	13⅜	7	FP	Wa	Str	M	A-L	A-L	12
13	Clinton.....120L	5500	204	Op	27050	9550	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2⅝ r	12¼	3	PC	Bu	Zen	V	Spl	A-Bo	13
14	Clinton.....120LM	....	204	Op	27150	9650	S 36x6	DS40x7	Bud BTU	4-5x6½	510 5	40.0	61–1400	L	G	C	2⅝ r	12¼	3	FP	Bu	Zen	V	Spl	A-Bo	14
15	Coleman. X-100 5-6 T.	....	144	184	24300	11200	P 42x9	P 42x9	Bud BA6	6-4¼x5½	411	40.8	105–2200	L	G	C	2½	9⅞	4	FP	Bu	Str	V	D-R	D-R	15
16	Coleman X-100F 5-7½	....	144	184	29800	11300	B 10.50/24	Bud GF-6	6-4¾x6	638	54.1	126–1850	L	G	C	3	10¼	4	FP	Bu	Str	V	D-R	D-R	16
17	Commerce.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	17
18	Condor.....CHB	....	210	236	24000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611.4	54.1	127–2300	L	G	A	3	13¼	7	PC	Pe	Zen	M	A-L	A-L	18
19	Condor.....CGW	....	157	240	28000	9500	B 9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428	45.9	100–2200	H	C	C	2¾	13¼	7	PC	No	Zen	M	A-L	A-L	19
20	(Z)Corbitt.....24	....	195	230	24800	9200	B9.75/20	DB9.75/20	Con 20R	6-4½x4¾	381	40.8	88½–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	O	D-R	D-R	20
21	Day Elder.....240	4295	162	202	24000	9500	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	21
22	Diamond T.....750	4650	178	238	24000	9000	B 9.75/22	DB9.75/22	Her RXC	6-4⅜x5¼	529.0	51.3	124–2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	22
23	Douglas.....F4	5500	185	Op	26000	9200	S 36x6	S 40x12	Bud BBU	4-5x6½	510.5	40.0	61–1400	L	G	C	2⅝ r	12½	3	PC	Bu	Zen	E	L-N	L-N	23
24	Douglas.....F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6-4½x6	572.5	48.6	114–1900	L	G	C	3	10¼	4	PC	Bu	Zen	E	L-N	L-N	24
25	Duplex....M 5-7 Ton	7600	Op		28000	10000	P 34x7	DS36x7	Bud GL6	6-4½x6	572.5	48.6	105–2200	L	G	C	3	10¼	4	FP	...	Str	V	A-l.	A-L	25
26	Federal..... C7 5-6T	1485	195	249	24000	9350	B9. 75/20	DB9. 75/20	Con 21R	6-4⅜x4¾	428.0	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	26
27	Federal.....C8 5-6T	4895	195	249	24000	9450	B9. 75/20	DB9. 75/20	Con 21R	6-4⅜x4¾	428.0	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	27
28	Fisher-Std.....100A	....	168	....	21600	8300	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	28
29	Fisher-Standard..105A	....	168	....	25000	8400	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	102–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	29
30	F.W.D.....M5	7600	165	195	24800	11800	B 12.75/20	B 12.75/20	WauSRK	6-4⅝x5⅛	517	51.3	110–2300	L	G	C	3	13⅞	7	PC	Wa	Zen	M	N-E	N-E	30
31	F.W.D.....MF6-5T	....	148	Op	24000	9300	B 10.50/20	DB10.50/20	Wau AB	6-4½x5¾	549.0	48.6	98–2000	L	G	C	3½	11¼	4	PC	Wa	Zen	M	N-E	N-E	31
32	F.W.D.....LBU-5T	....	171	Op	22000	9000	B 9.00/20	DB9.00/20	Wau SRS	6-4½x5½	411.0	40.8	91–2300	L	G	C	3	13⅜	7	PC	Wa	Zen	M	R-Bo	N-E	32
33	Garford.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4¼x5½	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	33
34	(X)Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	34
35	(X) Gen. Mot....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	FC	Ha	Mar	M	D-R	D-R	35
36	(X) Gen. Mot....T60	3160	154	200	22000	7060	P 36x6	DP36x8	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	36
37	(X)Gen. Mot.....T61	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¼	4	PC	Ha	Str	M	D-R	D-R	37
38	(X) Gen. Mot....T82	3935	155	201	24000	7750	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¼	4	PC	Ha	Str	M	D-R	D-R	38
39	(X)Gen. Mot.....T-83	3990	155	201	24000	7670	B9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¼	4	PC	Ha	Stı	M	D-R	D-R	39
40	Gotfredson....RW-86A	....	Op	....	.....	.....	P 38x9	Her YXC3	6-4⅜x4¾	478.8	51.2	105–....	L	G	C	3	7	FP	Pe	Str	M	D-R	D-R	40
41	Gramm GW.....5-	....	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428.4	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	41
42	Gramm.....HY, 5-	....	210	236	22000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611.4	54.1	127–2300	L	G	A	3	13¼	7	PC	Pe	Zen	V	A-L	A-L	42
43	Hahn & Selden..67	....	151	184	23500	8700	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	100–24.0	H	C	N	2¾	7	FP	No	Zen	V	A-L	A-L	43
44	Hug.....C97, 97	....	133	213	26000	11000	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	KP	Zen	M	R.Bo	D-R	44
45	Indiana.....4-5T-220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6-4¾x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	45
46	International.....W-3	4850	160	235	.....	10125	S 36x6°	S 40x12°	Ha 8152	4-4¾x5½	390.0	36.1	69–1800	H	G	A	3	8¾	3	PC	HS	Zen	V	R-B0	.....	46
47	International.....A-7	6200	160	225	36000	11250	B 9.75/20	DB9.75/20	Own FDB	6-4½x5½	525	48.6	117–2200	H	G	C	3¼	17¾	7	PC	Ha	Zen	M	D-R	D-R	47
48	International.....A-8	6300	160	225	36000	11250	B 9.75/20	DB9.75/20	Own FEB	6-5x5½	648	60.0	136–2100	H	G	C	3¼	17¾	7	PC	Ha	Str	M	D-R	D-R	48
49	Kenworth.....241	5450				.....	B 9.75/20	DB9.75/20	Her RXB	6-4½x5¼	501	48.6	110–2200	L	G	A	3	12½	7	CC	Ha	Zen	M	D-R	D-R	49
50	Kenworth.....241A	6500				.....	B 9.75/20	DB9.75/20	HaS 160	6-4¼x5½	468	43.3	120–2400	H	C	A	2¾	10⅝	4	FP	No	Zen	M	D-R	D-R	50
51	Kenworth.....241B	6150				.....	B 9.75/20	DB9.75/20	Bud GL-6	6-4½x6	572.5	48.6	114–1900	L	G	C	3	10¼	4	CC	Bu	Zen	M	D-R	D-R	51
52	Kenworth.....241C	7200				.....	B 9.75/20	DB9.75/20	HaS 175	6-5x6	706.8	60.0	159–2000	H	G	A	3¼	7	FP	H-S	Zen	M	D-R	D-R	52
53	Kleiber.....260	....	206	....	26000	9000	B9.75/20	DB9.75/20	Bud GF6	6-4¾x6	638.0	54.1	126–1850	L	G	C	3	13⅞	7	FP	No	Str	N	D-R	D-R	53
54	LaFra.-Republic...M2	174	198	20000	7500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5½	462.0	46.0	97–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	54
55	LaFra.-Republic..M-3	....	191	204	22000	.....	B 10.50/20	DB10.50/20	Wau 6SRL	6-4⅜x5⅛	462	46	97–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	55
56	Lange.....T	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6-4½x4¾	453	48.6	99–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	56
57	Maccar.....86	5000	177	209	22900	8200	S 36x6	DS36x6	Bud BA6	6-4½x5½	411.0	40.8	75–2200	L	G	C	2½	9⅞	4	PC	Pe	Str	V	R.Bo	D-R	57
58	Maccar.....86A	5950	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6-4⅝x4¾	479.8	51.3	102 2000	L	G	C	3	15	7	FP	Pe	Str	V	D-R	D-R	58
59	Mack BJ.....T	6150	169	240	.....	.....	P 36x8	DP36x8	Own BK	6-4½x5½	525.2	48.6	126–2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	59
60	Mack AK.....T	5150	162	228	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	60
61	Mack AK.....T	5250	162	228	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	61
62	Mack AK.....T	6450	174	240	.....	.....	B 10.50/22	DB10.50/22	Own BK	6-4½x5½	525.5	48.6	126–2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	R-Bo	62
63	Mack AC.....T	4950	156	240	.....	.....	S 36x5	DS40x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo	.....	63
64	Netco.....J	5300	140	200	33200	9500	B 40x8	B 40x8	Wau SRK	6-4½x5½	517	48.6	110–2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	64
65	Oshkosh.....FHX	6145	146	165	22000	9850	B12.00/20	B12.00/20	Her RXC	6-4⅝x5¼	529.0	51.2	112–2000	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	L-N	65
66	Pierce-Arrow.....PY		160	200	28000	10700	B10.50/24	DB10.50/20	Own	6-4⅝x4¾	479.	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	66
67	Relay.....100AC	6615	230	.....	.....	10000	B 9.00/24	DB9.00/24	Con 21R	6-4⅜x4¾	428.4	45.9	100–2200	L	G	C	2¾	12¼	7	PC	No	Str	V	A-L	A-L	67
68	Schacht...35HA,& 7	....	146	227	.....	7850	B 9.75/20	DB9.75/20	Her WXC2	6-4½x4½	360.8	40.3	80–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	G	A-L	A-L	68
69	Schacht....40H,& 5½	....	154	235	.....	8100	B 9.75/20	DB9.75/20	Her YXC	6-4⅜x4¾	428.4	45.9	93–2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	69
70	Service.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	70
71	Sterling FW115, FD115	4805	192	222	.....	8750	P 40x8	DP40x8	Wau SRL	6-4½x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	71
72	Sterling FW140, FD140	6070	192	222	.....	10050	P 40x8	DP42x9	Wau SRL	6-4½x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	72
73	Sterling.....FC50	5350	192	222	.....	8550	P 40x8	DP40x8	Wau MK	6-4½x4¾	381.	40.8	85–2500	L	G	C	2⅝	12⅝	7	CC	Wa	Zen	M	D-R	D-R	73
74	Sterling.....FC135	5825	192	222	.....	8900	P 40x8	DP40x8	Wau SRL	6-4½x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	74
75	Stewart.....31X	5190	165	235	.....	9340	B9.75/20	DB9.75/20	Wau 6SRK	6-4½x5½	516	51.2	105–2000	L	G	C	3	12⅞	7	PS	...	Str	V	D-R	D-R	75
76	Walter.....FKD	6300	118	Op	21000	8100	B 9.00/24	DB9.00/24	Own 6	6-4½x5½	462.0	46.0	100–1800	L	G	C	3	13⅞	7	PC	On	Str	V	R-Bo	D-R	76
77	Ward-La France..45R	....	Op	Op	25000	.....	B 9.75/22	DB9.75/22	Wau SRL	6-4½x5½	462	45.9	97–2000	L	G	C	3	11⅞	7	FP	Wa	Str	P	D-R	D-R	77
78	Ward-La France..45B	....	Op	Op	25000	.....	B 9.75/22	DB9.75/22	Lyc	8-3¾x4¾	420	45.	130–2800	L	G	C	2¾	12¾	5	FP	No	Zen	P	D-R	D-R	78
79	White.....643-5 Ton	6950	180	214	32000	10900	B10.50/24	DB10.50/24	Own 1AB	6-4½x5¾	519	45.9	108–1800	H	C	S	3	15½	7	FP	No	Own	E	L-N	L-N	79
80	Witt-Will.....R5	5300	159	....	24000	9000	B10.50/20	DB10.50/20	Con 20R	6-4¼x4¾	381	40.8	88–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	80
81	Woods.....90	5560	190	Op	.....	8100	B 9.75/22	DB9.75/22	Her YXC 4	6-4½x5½	529	51.2	124–2200	L	G	C	....	15	7	PC	Ha	Str	M	R-Bo	A-L	81
82	World.....DB-115	3895	165	191	20000	6550	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115–3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	82
	5½ Ton and More																									
83	A.C.F.....T-160	....	186	222	23600	9850	B9.75/22	B9.75/22	Ha S-160	6-4¼x5½	468	43.3	120–2200	H	C	A	2¾	10⅜	4	CC	Ha	Zen	V	D-R	D-R	83
84	A.C.F.....T-175B	....	186	222	24300	10400	B10.50/22	B10.50/22	Ha 175	6-5x6	707	60	175–2200	H	C	A	3¼	14⅞	7	CC	Ha	Zen	M	D-R	D-R	84
85	A.C.F.....T-175A	....	186	240	28300	11250	B10.50/24	B10.50/24	Ha S-175	6-5x6	707	60	175–2200	H	C	A	3¼	14⅞	7	CC	Ha	Zen	V	D-R	D-R	85
86	Am.-LaF. Big Ch. 16R	6725	226	Op	30000	10000	P 40x8	DP40x8	Own	6-4½x6	425.2	48.6	50–1200	L	G	C	3	9⅛	3	FP	Bu	Zen	V	D-R	D-R	86
87	Autocar.....CE	6000	172	203	30000	10400	S 36x7	DS40x8	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	87
88	Autocar...F 7½ Ton	6800	173	214	32000	11100	S 36x7°	DS40x8°	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	88
89	Brockway 5½-7½ T250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4¾x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	PC	KP	Str	M	A-L	A-L	89
90	Brockway 7½-10T-290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4⅜x5¾	611.4	54.2	116–1800	L	C	C	3	13¼	7	FP	Pe	Str	E	L-N	L-N	90
91	Clinton. 120SM-7 Ton	5600	172	Op	27000	9500	S 36x6	S 40x14	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2⅝ r	12¼	3	PC	Bu	Zen	V	Spl	D-R	91
92	Coleman F-200 7½ Ton		144	148	32000	13750	B10.50/24	DB10.5/24	Sterling	6-5½x6	779.3	66.1	177–2200	L	G	A	3	13½	7	FP	St	Sch	V	N-E	N-E	92
93	Commerce.....100 ZB	5830	175	....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4¼x5½	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	93
94	(Z)Corbitt 5-7½ T..33	....	195	230	33200	10000	P 40x10	DP40x10	Con 21R	6-4⅜x4¾	427.5	45.9	112–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	94
95	Federal...X8 7½ Ton	5085	162	186	30000	9750	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61–1350	L	G	C	2⅝	10⅛	3	FP	Pe	Zen	V	A-Bo	D-R	95
96	Federal.X8R 7½ Ton	5810	162	186	30000	10475	P 40x8	DP40x8	Con 21R	6-4⅜x4¾	427.5	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	96
97	F.W.D. M7 .7½ Ton	8700	165	Op	31750	13000	P 40x10	DP40x10	Wau RB	6-5x5¾	677.	60.	125–2000	L	G	C	3½	11⅞	4	PC	Wa	Zen	M	N E	N-E	97
98	Garford.....100ZB	5830	175	.....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	98
99	(X)Gen. Mot.....T51	2625	155	200	19000	6250	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	99
100	(X)Gen. Mot.....T55	2750	155	200	19000	6390	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	100
101	(X)Gen.Mot.T60 5-6½	3230	154	200	22000	7065	B 9.00/20	DB9.75/20	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	101
102	(X)Gen.Mot.T615-6½	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¼	4	PC	Ha	Str	M	D-R	D-R	102
103	(X) Gen.Mot.T82...5-7	3970	155	201	24000	7735	B 9.75/20	DB9.75/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¼	4	PC	Ha	Str	M	D-R	D-R	103
104	(X) Gen.Mot. T-83, 5-7	4070	155	201	24000	7755	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¼	4	PC	Ha	Str	M	D-R	D-R	104
105	(X)Gen. Mot. T85 6-8	5600	171	204	30000	10630	B 9.75/20	DB9.75/20	Own 468	6-4¼x5½	468	43.3	113–2100	H	G	A	2¾	14¼	7	FP	Ha	Str	M	D-R	D-R	105
106	Gotfredson...RW104A	....	169	193	.....	12000	S 36x6	DS40x8	Bud BBU	4-5x6½	.....	40.0	.....	L	.....	.....	.....	.....	.....	PC	Pe	Zen	V	R-Bo	D-R	106
107	Gotfredson...RW106A	....	173	196	.....	12400	S 36x6	DS40x8	Own	6-4⅝x4¾	.....	48.6	.....	L	.....	.....	.....	.....	.....	PC	Pe	Str	M	R-Bo	D-R	107
108	G-P.....85-6, 5-7	5875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6-4½x5¾	549	48.6	100–2000	L	G	C	3½	11¾	4	PC	Wa	Str	M	A-L	A-L	108
109	G-P.....85-8, 5-7	....	169	Op	24000	9100	B10.50/ 20	DB10.50/2	Lyc AED	8-3¾x4½	420	45.0	140–3000	L	G	C	2¾	11¾	5	PC	Mo	Str	M	A-L	A-L	109
110	G-P.....95-6, 7-10	6670	159	196	33000	10400	B10.50/ 24	DB10.50/2	Wau 6RB	6-5x5¾	677.0	60.0	125–2000	L	G	A	3½	11¾	4	PC	Wa	Str	M	A-L	A-L	110
111	Hahn & Selden..77 5-7	....	....	....	27800	.....	.....	.....	.....	.....	611.4	.....	127–2300	L	C	A	3	.....	.....	.....	.....	.....	.....	.....	.....	111
112	Indiana..5½-7½T 250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4¾x4½	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	112
113	Indiana..7½-10T 290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4⅜x5¾	611.4	54.2	116–1800	L	C	C	3	13¾	7	FP	Pe	Str	E	L-N	L-N	113

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
4½ Ton—Cont'd																										
1	You	D.Ful	Ful MG U	U	4	No	.....	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8½x3x⅄	P	Opt	Opt	31½	40x2½	50x3	½	1
2	Own	P.B-L	B-L 615	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	...	TX	Ros	7x3½x⅄	C	Opt.	Opt.	33	40x2½	56x3½	½	2
5 Ton																										
3	Per	B-L	B-L 60-7	A	7	....	Spi	Tim66720DH	WF	R	9.0	85.5	Tim 26050H	L4ID	876	TD	Ros	9x3¼x¼	P	168	108¼	34	44x3	54x3½	½	3
4	Per	B-L	B-L 60-7	A	7	....	Spi	Tim 66720W	WF	R	9	85.5	Tim26050TW	T4IA	921	TD	Ros	9x3¼x¼	P	168	105¼	34	44x3	54x3½	½	4
5	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	....	TX	Own	9½x2½x¼	T	Opt	Opt	33	44x3	56x3	¼	5
6	Own	D.Ful	Ful MGU	U	4	No	Spi	Tim 65706H	WF	H	8.5	55.2	Shu 5572	L4IHV	793	C	Ros	8x3x¼	C	Opt	Opt	31½	40x2½	62½x3	..	6
7	Per	D.B-L	B-L 55-7	A	7	....	Spi	Tim66720DH	W	R	9.0	85.5	Tim 26450H	L4IH	864	..	Ros	9x3¼x¼	..	221	133	34	40x3	56x4	..	7
8	Own	dp.Lon	Own B	A	4	Op	Spi	Own C	2F	H	8.57	52.5	Own CL	O2IM	502	TD	Ros	9x3x¼	C	158⅞	88½	34½	42½x3	54¾x4	½	8
9	Own	dp.Lon	Own T	U	12	A3	Spi	Own TF	2F	H	7.20	103	Tim 26450	LO4ID	602	TD	Ros	9x3x¼	C	175⅛	105	34½	42½x3	54¾x4	½	9
10	You	D.B-L	B-L714-703	A	12	A3	Blo	Tim 66720W	WF	R	9½	90.0	Tim 26450W	W84IA	880	TD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	10
11	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅄	T	142	84	34½	40x2½	54x3	½	11
12	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim 65720H	WF	R	7.75	73.6	Tim 26450	L2IH	495	TD	Ros	6x3½x⅛	C	Opt	Opt	34	44½x2½	56x3	..	12
13	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	13
14	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	R	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	14
15	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	15
16	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	16
17	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	..	144	94½	..	.....	.....	..	17
18	Per	D.Ful	Ful HU 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	...	FD	Ros	8¾x3½x¼	C	198½	141½	41½	44x3	60x4	½	18
19	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627K	2F	H	6.3	41.	Tim 27450	4IA	864	FD	Ros	7½x3x¼	C	128⅛	73⅞	36	46x3	58x3½	½	19
20	Per	D.B-L	B-L 60	A	4	No	Spi 4	Tim66704DH	W/2	H	Opt	Opt	Tim 26450H	T4IHV	876	2I	Ros	8x3½x¼	C	152	109	34	46x3	60x3½	½	20
21	Per	D.B-L	B-L 60	A	4	No	Blo	Tim 66720H	WF	R	9.50	50.8	Tim 36020H	L4IHV	520	TD	Ros	10x3¾x⅄	C	132	78	37	48x3	60x3½	½	21
22	G&O	D.Cov	Cov	A	5	No	Sp 4	Wis 1627KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x⅄	P	138	89¼	34	46x3	56x3½	½	22
23	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1458	2F	R	9.12	57	Shu 615	W21MV	503	CX	Ros	10x2⅝x⅄	T	216	130	36	45x3	54x4	½	23
24	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1567	2F	R	10.3	64.4	Shu 650	W21M	538	CX	Ros	10x2⅝x⅄	T	156	108	36	48x3	54x4	½	24
25	Mod	D.B-L	B-L 70	..	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	....	..	Ros	9½x3½x⅛	C	.....	.....	38½	42x3	56x4	N	25
26	Lon	P.B&B	B-L 60	A	7	No	P-S 4	T'76725H	w/2	R	7.92	75.2	Tim 36020	L4IHV	921	TI	Han	7½x3½x⅄	P	162	102	34	42x3½	56x3½	½	26
27	Lon	P.B&B	B-L 60	A	7	No	P-S 4	T'76725H	w/2	R	7.92	75.2	Tim 36020	W4IA	921	TI	Han	7½x3½x⅄	P	162	102	34	42x3½	56x3½	½	27
28	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 66720W	FF	R	8.2	77.9	Tim 35100T	W4IA	768	CD	Ros	8x2½x⅄	C	144	94	38	46x3	54x4	½	28
29	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 68720Tw	FF	R	8.75	83.1	Tim 27450T	W4IA	820	CD	Ros	8x2½x⅄	C	144	94	38	46x3	54x4	½	29
30	Per	D.B-L	B-L 714	U	8	Op	Blo	Own	2F	H	10.0	207.2	Wis	B4IMV	528	T4	Ros	8x3x⅓	C	153½	110½	34	48x3½	52x4	½	30
31	Per	D.B-L	Own	A	5	....	Blo	Own	BF	H	.....	.....	Own	O4TB	864	4X	Ros	8x3x⅓	C	.....	.....	36	42¾x2½	54¾x2½	N	31
32	Per	D.B-L	B-L	U	4	....	Blo	Own	D	H	7.35	39.5	Own	O4IM	720	4D	Ros	7x3x⅓	C	.....	.....	..	42¾x2½	52x4	N	32
33	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	..	144	94½	..	.....	.....	..	33
34	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x⅄	P	125	70	34⅄	40x3	50x3	½	34
35	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x⅄	P	125	70	34⅄	40x3	50x3	½	35
36	Lon	D.Own	Own	U	4	Op	Spi	Own	WF	R	8.50	52.5	Own	B4IM	685	TX	Jac	9x3½x⅄	P	125	69¼	34⅄	40x3	54x3	½	36
37	Lon	D.Own	Own	U	4	Op	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x⅄	P	125	69¼	34⅄	40x3	54x3	½	37
38	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x⅄	P	125	70	34⅄	40x3	54x3	½	38
39	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TD	Jac	9x3½x⅄	P	125	70	34⅄	40x3	54x3	½	39
40	Lon	D.B-L	B-L	A	7	....	Spi	T' 66704DHP	WF	R	Opt	Opt	Tim 16710H	T4IA	....	RI	Ros	7x2¾x¼	C	.....	.....	..	40x2½	54x4	½	40
41	Per	D.B-L	B-L	U	4	No	Blo	Wis 1627	2F	H	6.3	41.0	Tim	4IA	864	FD	Ros	7½x3x¼	C	128½	73⅞	36	46x3	58x3½	½	41
42	Per	D.Ful	Ful H U 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim	4IA	864	FD	Ros	8¾x3¼x¼	C	198½	141⅛	41⅛	44x3	60x4	½	42
43	Chi	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	R	.....	.....	Tim 16710 H	4IHV	....	TD	Ros	7x3½x¼	P	110	.....	34	40x2½	56x3½	½	43
44	You	D.B-L	B-L 555	A	7	No	Blo 4	Wis 1627KW	2F	H	10.2	97.4	Shu 678	W4IA	471	CD	Ros	8x4x⅓	T	112	80	34⅝	41⅞x3	54⅞x3½	¼	44
45	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅄	T	142	84	34½	40x2½	54x3	½	45
46	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	75.2	Tim 500	BE4IM	794	2I	Own	8x3x¼	T	120	81⅞	34	44x3	58x4	¼	46
47	Mod	P.Roc	Own	U	5	No	M.M.8	Own 1301	2R	H	6.37	57.2	Own 503	BO4IV	729	TD	Ros	12½x3½x⅜	..	106	72	34	48x3	56x3	N	47
48	Mod	P.Roc	Own	U	5	No	M.M.8	Own 1301	2R	H	6.37	57.2	Own 503	BO4IV	729	TD	Ros	12½x3½x⅜	..	106	72	34	48x3	56x3	N	48
49	Per	P.B-L	B-L 714	U	4	A3	Spi	Tim 76720W	2F	H	7.33	85.5	Tim 36020N	W82rMV	407	FD	Ros	7–9x3x¼	C	.....	.....	33¾	42x3	56x4	½	49
50	Per	P.B-L	B-L 714	U	4	A3	Spi	Tim 76720W	2F	H	7.33	85.5	Tim 36020N	W82rMV	407	FD	Ros	8x3x⅄	C	.....	.....	33¾	42x3	56x4	½	50
51	Per	P.B-L	B-L 714	U	4	A3	Spi	Tim 76720W	2F	H	7.33	85.5	Tim 36020N	W82rMV	407	FD	Ros	8x3x⅄	C	.....	.....	33¾	42x3	56x4	½	51
52	Per	P.B-L	B-L 714	U	4	A3	Spi	Tim 76720W	2F	H	6.38	86.5	Tim 36020N	W82rMV	407	FD	Ros	8x3x⅄	C	.....	.....	33¾	42x3	56x4	½	52
53	Own	D.B-L	B-L 714	A	12	A3	Spi	Eat 65041W	2	R	8.5	91.0	Tim 26450	Ws	....	FD	Ros	8x3½x⅄	..	130	38	..	44x2½	52x3	½	53
54	Per	D.Ful	Ful V UOG	U	5	No	Spi 3	Wis 1237–H	2F	R	7.2	51.0	Tim 35020 H	L4IHV	768	FD	Han	8x3x¼	C	133	85¾	32⅄	39x2½	60x3½	½	54
55	Per	D.Ful	Ful V UOG	U	5	No	Spi 3	Tim 76735 H	2R	R	8.85	62.5	Tim 35000 H	L4IHV	768	FD	Ros	8½x3½x⅄	C	168	88	32⅄	44x3	60x3½	½	55
56	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	TD	Ros	8x3x⅄	P	154½	99½	37	44x3	56x4	½	56
57	Bus	D.B-L	B-L 55	A	4	No	Spi	Tim 66702D	WF	R	9.66	51.7	Tim 16302	T2IM	510	FD	Ros	7x3½x¼	T	148	92½	33	42x3	56x3	½	57
58	Per	B-L	B-L 60	A	7	No	Spi 4	Tim66720W	WF	R	7.8	74.1	Tim26450TW	W84IA	623	FD	Ros	9x3x¼	T	115	80	33	42x3	58½x3	..	58
59	Own	P.Own	Own A-L	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own AK	O4IV	567	FD	Own	8½x2⅄x⅄	T	144	80	33⅝	48x3½	56⅄x3½	½	59
60	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	5.99	38.5	Own AK	O4IV	492	JX	Own	8½x2¾x¼	C	132	93⅄	37¼	48x3½	52x4	½	60
61	Own	P.Own	Own A-K	A	4	No	Spi 3	Own AK	2F	H	5.14	41.1	Own AK	O4IV	492	FX	Own	8½x2¾x¼	C	132	93⅄	37¼	48x3½	56x4	½	61
62	Own	P.Own	Own AC	A	4	No	Spi	Own AK	2F	H	6.27	40.2	Own AK	O4IV	492	FD	Han	8½x2¾x¼	C	132	.....	37½	48⅄x3½	56⅄x4	..	62
63	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅄	C	132	92	37½	46x3½	52x4	½	63
64	Mod	D.B-L.	B-L 615	U	5	No	Pet 4	Tim 68700	WF	R	8	9.25	Tim 17300	2M	615	ID	Ros	9x3x¼	C	132	96	34	40x3	50x4	½	64
65	Mod	D.B-L	B-L 70-7	A	7	No	Blo 5	Own	2F	H	9.8	90.2	Own	B4IMV	630	TX	Han	8x3x⅄	C	113¼	83⅞	34	44x2½	50x3	½	65
66	Lon	P.Lon	Cov	A	4	No	Cle	Own	WF	A	10	53	Tim	W4IA	701	TD	Han	9½x2½x⅄	C	132⅞	78⅜	34	44x3	56x4	½	66
67	Lon	D.Ful	Ful VU	A	5	No	Blo	Own	2R	..	7.88	58.5	Tim 1660W	4IA	447	FX	Han	8½x3½x⅄	P	216	148	34	42x3	60x4	½	67
68	You	D.Ful	Ful MG U	U	4	No	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8½x3x⅄	P	Opt	Opt	31½	40x2½	50x3	½	68
69	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	2F	R	7.07	49.7	Shu 5572	L4IHV	893	TD	Ros	8½x3x⅄	P	Opt	Opt	31½	40x2½	50x3	½	69
70	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	..	144	94½	..	.....	.....	..	70
71	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	71
72	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	10	66.6	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	72
73	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	73
74	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	98x3	54x3	½	74
75	Mod	D.B-L	B-L	U	12	3 Op	Spi 5	Tim	WF	R	8.2	15.1	Sal	B4IMV	....	TX	Ros	9⅄x2¾x⅄	C	136¼	79½	32	40x3	56x4	½	75
76	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4FXM	600	FX	Ros	11x3x¼	C	108	78	36	52x4	52x4	½	76
77	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x⅄	P	Opt	Opt	33	44x3	62x3½	½	77
78	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	...	TD	Ros	14x3½x⅄	P	Opt	Opt	33	44x3	62x3½	½	78
79	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	....	CI	Ros	8½x3⅄x⅄	C	156	91¾	..	42x3	52x5	N	79
80	Per	D.B-L	B-L 55	A	4	A7	Spi	Tim66700H	WF	R	9.0	98.2	Tim 26050H	L4IHV	690	TD	Ros	8x3x¼	C	Var	76	36	.....	.....	..	80
81	Chi	D.B-L	B-L 714	U	4	Opt	Blo 5	Tim 66720	2F	R	Opt	Opt	Tim 26450	T2IMV	500	2I	Ros	7x3½x⅄	P	Opt	Opt	34	41½x2½	54½x3	½	81
82	Mod	dp.Lon	Ful MGU	U	4	No	Spi 3	Tim 65706D	WF	R	8.5	55.2	Shu 5572	L4IHV	768	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	82
5½ Ton and More																										
83	Lon	P.B-L	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	83
84	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	38.6	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	84
85	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 79730	2F	R	7.48	38.7	Tim 27451	O4IA	975	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	85
86	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	T	6.13	33.0	Own 16R	OPM	....	2X	Own	8x3x⅄	T	209	139	36	45x3	56x4	N	86
87	Own	dp.Lon	Own B.	A	4	Opt	Spi	Own C	2F	R	8.57	52.5	Own CL	LO4IM	670	FD	Ros	9x3x¼	C	158⅞	88½	34½	42½x3	55⅄x4	½	87
88	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	W	H	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x⅄	T	159½	88¾	34¼	42½x3	54¾x4	½	88
89	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LT1HV	664	CD	Ros	8x3x⅄	P	162	99	36	40x3	54x4	½	89
90	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	CD	Ros	8x3x⅄	P	162	99	36	40x3	54x4	½	90
91	Own	D.B-L	B-L 60	A	4	No	Blo	T1' 68702Dhp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	38	43½x3	55½x4	N	91
92	Per	B-L	B-L 714	U	8	A 2	Spi	Wis HD	2D	H	8.5	180	Wis HD	O2/4IA	....	TD	Ros	16x3x1¼	C	Opt	Opt	34	48x4	52x4	..	92
93	Lon	D.Own	B-L 60 Max	A	7	No	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	..	144	94½	..	.....	.....	..	93
94	Per	D.B-L	B-L 60 Max	A	7	No	Spi	Tim68720TW	w/2	..	Opt	Opt	Tim27450TW	T4IA	921	2I	Ros	8x3x⅄	T	162	109	34	46x3	56x4	½	94
95	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68700DP	w/2	R	11.7	111	Own	T2IMV	603	RI	Gem	9½x3½x⅛	C	151	87½	38	44x3	56x3½	½	95
96	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68702DP	w/2	R	11.7	111	Own	T2IMV	462	RI	Gem	9½x3½x⅛	C	151	87½	38	44x3	56x3½	½	96
97	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	8.36	173.0	Wis	B4IMV	528	T4	Ros	10x3x⅛	C	153½	110½	34	48x3½	52x4	N	97
98	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	..	144	94½	..	.....	.....	..	98
99	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM.	574	TX	Jac	9x3½x⅄	P	125	70	34⅄	40x3	50x3	½	99
100	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x⅄	P	125	70	34⅄	40x3	50x3	½	100
101	Lon	D.Own	Own	U	4	Op	Spi	Own	WF	R	8.5	52.5	Own	B4IM	685	TX	Jac	9x3½x⅄	P	125	69¼	34⅄	40x3	54x3	½	101
102	Lon	D.Own	Own	U	4	Op	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x⅄	P	125	69¼	34⅄	40x3	54x3	½	102
103	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x⅄	P	125	70	34⅄	40x3	54x3	½	103
104	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TD	Jac	9x3½x⅄	P	125	70	34⅄	40x3	54x3	½	104
105	Lon	D.	Own	U	4	Op	Spi	Own	2F	R	8.50	53.3	Own	B4IMV	865	TX	Jac	9⅄x4x⅄	P	137	82	34½	50x3½	54x3	½	105
106	Lon	D.B-L	B-L 60 Max	A	7	....	Spi	Tim 68700DP	WF	..	11.7	111	Tim 17302	.....	.....	.....	Ros	.....	.....	.....	.....	.....	.....	.....	.....	106
107	McC	D.B-L	B-L 60 Max	A	7	....	Spi	Tim 68700DP	WF	..	10.0	95.0	Tim 17302	.....	.....	.....	Ros	.....	.....	.....	.....	.....	.....	.....	.....	107
108	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	DF	R	9.00	113.	Tim27450TW	B4IM	....	CD	Ros	12x3½x⅄	T	.....	.....	.....	40x3	58x4	½	108
109	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	DF	R	9.00	113.	Tim27050T	B4IM	....	CD	Ros	14x3½x⅄	T	.....	.....	.....	40x3	58x4	½	109
110	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 19000W	DF	R	10.1	125.	Tim27450TW	B4IM	....	CD	Ros	14x3½x⅄	T	.....	.....	.....	40x3	58x4	½	110
111	.....	.....	.....	...	A	Blo	.....	.....	.....	R	.....	.....	.....	4IMV	....	TD	.....	9x3¼x¼	P	.....	.....	37½	42x3	60x4	½	111
112	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LT4IHV	664	CD	Ros	8x3x⅄	P	162	99	36	40x3	54x4	½	112
113	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x⅄	P	162	99	36	40x3	54x4	½	113

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	5½ Ton and More—Cont'd																									
1	Kenworth 241	5450					B 9.75/20	DB9.75/20	Her RXB	6-4½x5¼	501	48.6	110-2200	L	G	A	3	12½	7	CC	Ha	Zen	M	D-R	D-R	1
2	Kenworth 241A	6500					B 9.75/20	DB9.75/20	HaS 160	6-4¼x5½	468	43.3	120-2400	H	C	A	2¾	10⅜	4	FP	No	Zen	M	D-R	D-R	2
3	Kenworth 241B	6150					B 9.75/20	DB9.75/20	Bud GL-6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10⅞	4	CC	Bu	Zen	M	D-R	D-R	3
4	Kenworth 241C	7200					B 9.75/20	DB9.75/20	HaS 175	6-5x6	706.8	60.0	159-2000	H	C	A	3¼	11 1/16	7	FP	H-S	Zen	M	D-R	D-R	4
5	La Fran.-Republic 35-2		174	198	24000	9250	P 38x9	DP38x9	Wau 6AB	6-4½x5¾	549.0	48.6	98-1850	L	G	C	3½	11⅛	4	PC	Wa	Zen	M	A-L	A-L	5
6	La Fran.-Republic 35-3		191	204	28000		B 10.50/24	DB10.50/24	Wau 6SRK	6-4⅝x5⅛	517	51	100-1800	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	6
7	La Fran.-Republic Q4		Op	260	30000	12750	B 10.50/24	DB10.50/24	Alfco 312-B	12-4x5	754.0	76.7	240-2900	H	C	C	3½	10	4	PC	No	Zen	M	D-R	D-R	7
8	Mack AC	5500	156	240			S 36x6	DS40x6	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo		8
9	Mack AC	6550	174	240			B10.50/24	DB10.50/24	Own BK	6-4½x5½	525.5	48.6	126-2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	N-E	9
10	Mack AC	6000	156	240			S 36x7	DS40x7	Own AC	4-5x6	471.2	40.0	77-1800	L	G	S	3	10½	3	PS	Own	Str	G	R-Bo		10
11	Mack AP	9500	191	191			S 36x7	DS40x8	Own AP	6-5x6	706.5	60.	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	NE	11
12	Netco K	6500	180	220	32000	11000	B10.50/40	DB10.50/40	Lyc AEC	8-3¾x4¾	420	140	140-2800	L	G	C	2⅝	12	5	FP	Ha	Zen	M	A-L	A-L	12
13	Pierce-Arrow PZ		168	204	34000	12800	S 36x7	DS40x8	Own	6-4¾x5¾	611	54.1	130-2000	L	G	A	3½	16⅝	7	FP	Ha	Zen	M	D-R	D-R	13
14	Relay 100B, 7½ Ton	6900	220		29200	11200	B 9.75/24	DB9.75/24	Buda GF6	6-4¾x6	638	54.1	118-1850	L	G	C	3	10 1/16	4	PC	Ha	Zen	E	A-L	L-N	14
15	Schacht 40HA		154	235		8200	B 9.75/24	DB9.75/24	Her YXC	6-4⅜x4¾	428.4	45.9	93-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	15
16	Schacht 40HB		154	235		8250	B 10.50/20	DB10.50/20	Her YXC	6-4⅜x4¾	428.4	45.9	93-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	16
17	Schacht 66H		152	247		10300	B 10.50/20	DB10.50/20	Her RXC	6-4⅝x5¼	528.0	51.2	115-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	17
18	Schacht 66HA		152	247		10350	B 10.50/24	DB10.50/24	Her RXC	6-4⅝x5¼	528.0	51.2	115-2200	L	G	C	3	15	7	PC	Mo	Zen	G	A-L	A-L	18
19	Service 100ZB	5830	175			9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	19
20	Standard 5-7		165	180		8700	S 36x6	S 40x14	Con B5	4-4¾x6	425.3	36.1		L	G	C	2⅜		3	FP	Si	Str	V	Eis	ABol	20
21	Sterling FW140, FD140		192	222		10050	P 40x8	DP42x9	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	21
22	Sterling FC135		192	222		8900	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	22
23	Sterling FC140 6, 7½		200	230		9350	P 40x8	DP40x8	Wau HB	6-4¼x5¾	489.	43.4	90-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	23
24	Sterling FC145-6, 7½		200	230		10100	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	24
25	Ster. FD,FW170-7½,9		200	230		10500	P 40x8	DP44x10	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	25
26	Sterling FC170 7½, 9		200	230		10550	P 40x8	DP42x9	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	26
27	Stewart 27XS 7 Ton	6190	165	235		10300	B 10.50/24	DB10.50/24	Wau 6SRK	6-4⅝x5⅛	516	51.2	105-2000	L	G	C	3	12⅞	7	FP	Wa	Str	V	D-R	D-R	27
28	Walter FHRS 7½T.	8000	Op	136	31000	10000	B10.50/2	DB10.5/24	Own 6	6-4½x5¾	549	48.6	110-1800	L	G	C	3½	10⅜		FC	On	Zen	V	R-Bo	D-R	28
29	Walter FHS 5-7T	7600	Op	136	26000	9000	B 9.75/24	DB9.75/24	Own 6	6-4½x5¾	549.0	48.6	110-1800	L	G	C	3½	10⅜	4	PC	On	Zen	V	R-Bo	D-R	29
30	Ward La France 50D-7		Op	Op	28000		P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	13⅞		FP	Wa	Str	P	D-R	D-R	30
31	Ward-La France 55B6		Op	Op	26000		B 9.75/20	DB10.50/20	Lyc	8-3¾x4¾	420	45	130-2800	L	G	C	2¾	12¾	5	FP	No	Zen	M	D-R	D-R	31
32	Ward-La Fr. 75RW7½		Op	Op	28000		B 10.50/20	DB10.50/20	Wau RB	6-5x5¾	677	60	140-2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	M	D-R	D-R	32
33	Ward-La Fr. 100RW10		Op	Op	34000		B 10.50/24	DB10.50/24	Wau RB	6-5x5¾	677	60	140-2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	M	D-R	D-R	33
34	Witt-Will R55	5700	159	..	27000	9500	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 3/16	7	FP	No	Zen	M	D-R	D-R	34
35	Woods 105	6975	190	Op		8700	B 10.50/22	DB10.50/22	Her HXC	6-5¼x6	770	66.1	164-2000	L	G	S	3½		7	PC	Ha	Str	M	R-Bo	A-L	35
	Six-Wheelers																									
36	Autocar G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4⅛x4¾	453.0	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	36
37	Brockway 640, 10 Ton		212	224	40000	14000	P 38x7	S 36x10	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	37
38	Chicago 1-56-D		174	222	35740	12740	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	38
39	(Z)Corbitt 20SW6		Op	Op	22000	9000	B 7.50/20	DB7.50/20	Con 20R	6-4⅛x4¾	411.0	40.0	89-2400	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	39
40	(Z)Corbitt 28SW6		Op	Op	30000	10000	P 34x7	DP34x7	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	40
41	(Z)Corbitt 36SW6		Op	Op	38000	11500	B 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	41
42	(Z)Corbitt 40SW6		Op	Op	42000	13000	P 38x9	DP38x9	Con 16H	6-4¾x5¾	611.4	54.1	127-2300	L	G	A	3	13 11/16	7	FP	No	Zen	M	D-R	D-R	42
43	Day Elder 285 8 Ton	5295	164	232	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 3/16	7	FP	Co	Zen	V	D-R	D-R	43
44	Day Elder 345 10 Ton	6395	164	232	34500	12500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 3/16	7	FP	Co	Zen	V	D-R	D-R	44
45	Day Elder 402 12 Ton	7495	164	232	40200	14200	B9.75/20	DB9.75/20	Con 16-H	6-4¾x5¾	611.4	54.2	127-2300	L	G	A	3	13 11/16	7	FP	Co	Zen	M	D-R	D-R	45
46	Diamond T 801 4T	4140	189	219	21000	8000	P 36x8	P 36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	14	7	PC	Ha	Zen	M	A-L	A-L	46
47	Diamond T 1201 6T	5600	180	210	28000	11000	P 34x7	DP34x7	Her RXB	6-4½x5¼	500.9	48.6	110-2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	47
48	Diamond T 1602 8T	6400	175	210	36000	12000	P 36x8	DP36x8	Her RXC	6-4⅝x5¼	529.0	51.3	114-2200	L	G	C	3	12½	7	PC	Ha	Zen	M	A-L	A-L	48
49	Diamond T 1603 8T	7500	184	224	36000	13000	P 36x8	DP36x8	Wau 6RB	6-5x5¾	677.4	60.0	127-2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	L-N	L-N	49
50	Douglas F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10 3/16	4	PC	Bu	Zen	E	L-N	L-N	50
51	Fageol 4-46	3900	172	205		9400	P 32x6	DP32x6	Wau MK	6-4⅛x4¾	381.0	40.8	82-2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R	51
52	Fageol 6-26	6000	195	220		11100	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	52
53	Fageol 6-46	6500	195	220		11500	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	53
54	Fageol 8-26	6300	195	220		11800	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	54
55	Fageol 8-46	6900	195	220		12200	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5⅛	462	46.0	98-2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	55
56	Fageol 10-26	7400	184	232		13700	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	56
57	Fageol 10-46	8100	184	232		14100	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	57
58	Federal D2SW-2½-3T	1050	140	164	12500	3925	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.5	24.0	48-2500	L	C	A	2⅛	5⅞	3	PC	Mo	Zen	M	D-R	D-R	58
59	Federal E2SW-2½-3T	1150	145	169	12500	3975	B 6.00/20	P 32x6	Con 17E	6-3⅜x4	215.0	27.3	60-2600	L	C	A	2⅛	9 3/16	7	PC	Mo	Zen	M	D-R	D-R	59
60	Federal D2D, 2½-3T	1350	140	164	12500	4235	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200	24.0	48-2500	L	C	A	2⅛	5⅞	3	PC	Mo	Zen	M	D-R	D-R	60
61	Federal E2D, 2½-3T	1450	145	169	12500	4310	B 6.00/20	P 32x6	Con 17E	6-3⅜x4	215	27.3	60-2600	L	C	A	2⅛	9 3/16	7	PC	Mo	Zen	M	D-R	D-R	61
62	Federal A6SW, 4T	2360	164	182	18500	5620	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	A	2⅜	10 3/16	7	PC	KP	Zen	V	D-R	D-R	62
63	F.W.D. MX6-12T		170	Op	42750	15000	P 40x10	DP40x10	Wau RB	6-5x5¾	677.0	60.0	125-2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	N-E	N-E	63
64	FWD X6 6T	6400	170	Op	24000	9500	P 36x8	P36x8	Wau SRL	6-4⅜x5⅛	462	45.9	102-2400	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	N-E	64
65	(X)Gen.Mt. T90 5 7½	5285	185	220	28000	9400	B 7.50/20	DB7.50/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 11/16	4	PC	Ha	Str	M	D-R	D-R	65
66	(X)Gen.Mt. T95, 7-11	7545	189	224	40000	13250	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	113-2100	H	G	A	2¾	14 11/16	7	FP	Ha	Str	M	D-R	D-R	66
67	(X)Gen.Mt. T96, 7-9	7195	189	224	34000	12850	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	113-2100	H	G	A	2¾	14 11/16	7	FP	Ha	Str	M	D-R	D-R	67
68	G-P.65-6 SW, 5-7 Ton	4465	158	Op	21000	8500	B9.75/20	B9.75/20	Lyc TS	6-3⅞x5	353.0	36.4	97-2750	L	G	C	2¾	10	4	FP	....	Str	M	A-L	A-L	68
69	G-P.65-8 SW, 5-7 Ton	4625	161	198	21000	8500	B9.75/20	B9.75/20	Lyc HF	8-3⅜x4½	322.0	36.4	120-3200	L	G	C	2¾	11⅞	5	FP	....	Str	M	A-L	A-L	69
70	G-P.75 6 SW, 6-8 Ton	5525	174	Op	28000	9500	B9.75/20	B11.25/20	Wau SRL	6-4⅜x5⅛	462.0	45.9	100-2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	70
71	G-P.75-8 SW, 6-8 Ton	5480	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8-3¾x4¾	420.0	45.0	135-3000	L	G	C	2¾	11⅞	5	FP	....	Str	M	A-L	A-L	71
72	G-P.85-6 SW, 8-10 Ton	7455	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6-4½x5¾	549.0	48.6	100-2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-L	A-L	72
73	G-P.85-8 SW, 8-10 Ton		169	Op	36000	12000	B10.50/24	B12.75/24	Lyc AED	8-3¾x4¾	420	45.0	140-3000	L	G	C	2¾	11⅞	..	FP	....	Str	M	A-L	A-L	73
74	G-P.95-6SW, 10-12 Ton	8215	176	Op	40500	13000	B10.50/24	B13.50/24	Wau 6RB	6-5x5¾	677.0	60.0	125-2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-L	A-L	74
75	Hendrickson 32-S	5000	Op	Op	32000	10000	B 9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	75
76	Hendrickson 36-S	5500	Op	Op	36000	10500	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	76
77	Hendrickson 38-D	8000	Op	Op	38000	13200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	77
78	Hendrickson 44-D	9000	Op	Op	44000	14000	B9.75/22	DB9.75/22	Bud GF-6	6-4¾x6	638.0	59.1	126-1850	L	G	C	3	10 1/16	4	PC	Bu	Zen	M	A-L	A-L	78
79	Hug 97-6, 5T		Op	Op	31765	13765	P 40x8	DP40x8	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	M	R-Bo	D-R	79
80	Hug 98-6, 7½		Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	G	C	3	10 1/16	4	PC	Bu	Zen	M	R-Bo	D-R	80
81	Hug 99-10T		148	Op	58500		S 36x8	S 40x16	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	G	C	3	10 1/16	4	PC	Bu	Zen	M	R-Bo	D-R	81
82	Indiana 640, 10 Ton		212	224	40000	14000	P 38x7	S 36x12	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	82
83	Kenworth 186-SDT	6450					B 9.75/20	DB9.75/20	Her WXC 2	6-4½x4¾	453	48.6	98-2200	L	G	A	3	14	7	CC	Ha	Zen	M	D-R	D-R	83
84	Kenworth 241-SDT	6850					B 9.75/20	DB9.75/20	Her RXB	6-4½x5¼	501	48.6	110-2200	L	G	A	3	12½	7	CC	Ha	Zen	M	D-R	D-R	84
85	Kenworth 346A	8800					B 9.75/20	DB9.75/20	HaS 160	6-4¼x5½	468	43.3	120-2400	H	C	A	2¾	10⅜	4	FP	No	Zen	M	D-R	D-R	85
86	Kenworth 346B	8550					B 9.75/20	DB9.75/20	Bud GF-6	6-3¾x6	638	54.1	126-1850	L	G	C	3	10 1/16	4	CC	Bu	Zen	M	D-R	D-R	86
87	Kenworth 346C	9500					B 9.75/20	DB9.75/20	HaS 175	6-5x6	706.8	60.0	159-2000	H	C	A	3¼	11 1/16	7	FP	H-S	Zen	M	D-R	D-R	87
88	Kenworth 386C						B 9.75/20	DB9.75/20	HaS 175	6-5x6	706.8	60.0	159-2000	H	C	A	3¼	11 1/16	7	FP	H-S	Zen	M	D-R	D-R	88
89	Kleiber 22DD 5T		192			9400	P 32x6	DP32x6	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾		7	FP	No	Str	V	R.Bo	-Bo	89
90	Kleiber 28DD		201		28000	10060	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	411	40.0	89-2400	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	90
91	Kleiber 34DD		210		34000	11900	P 36x8	DP36x8	Con 21R	6-4⅜x3¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	91
92	Kleiber 34DDT		215		34000	13650	P 36x8	DP36x8	Bud GF6	6-4¾x6	638	54.1	126-1850	L	G	C	3		4	FP	No	Str	V	R.Bo	D-R	92
93	La Fran.-Republic Q6		Op	260	40000	14900	B 10.50/20	DB10.50/20	Alfco 312B	12-4x5	754.0	76.7	240-2900	H	C	C	3½	10	4	PC	No	Zen	M	D-R	D-R	93
94	LeMoon HB46	4950	187	199	24000	8200	P 32x6	DP32x6	Wau 6SRL	6-4⅜x5⅛	462	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	94
95	LeMoon HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6-4⅜x5⅛	462.0	45.9	87-2000	L	G	A	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	95
96	LeMoon HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5⅛	462	45.9	87-2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	96
97	LeMoon HWB100	8600	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3½	11⅜	7	PC	Wa	Str	M	L-N	L-N	97
98	LeMoon HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6-5x5¾	677	60.0	127-2000	L	G	A	3½	11¾	4	PC	Wa	Str	N	L-N	L-N	98
99	Maccar SW86		206	238	38700	11700	B10.50/20	BD10.50/20	Her RXCP	6-4⅝x5¼	529.0	51.2	112-2000	L	G	C	3	14	7	PC	Ha	Zen	M	D-R	D-R	99
100	Mack AC	7650	177	237			S 36x6	S 40x12	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo		100
101	Mack AC	9000	197	257			P 40x8	DP40x8	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	101
102	Mack AK	9500	204	257			B9.75/22	DB9.75/22	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	C	3	10½	4	PS	On	Str	V	R-Bo	N-E	102
103	Mack AP	11500	197	257			S 36x6	S 40x12	Own AP	6-5x6	706.5	60.	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	N-E	103
104	Mack AP	1200	304	257			B 9.75/22	DB9.75/22	Own AP	6-5x6	706.5	60.0	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	N-E	104
105	Moreland BD 7	3565	184		16000	6000	P 34x7	P 34x7	Her WXB	6-3¾x4½	298.2	33.7	67-2400	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	105
106	Moreland ED7	5285	196		23000	8500	P 36x8	P 36x8	Her WXC 2	6-4⅛x4½	360.8	40.8	73-2000	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	106
107	Moreland HD7	6585	220		30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6-4⅝x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	107
108	Moreland SD7	6860	221		34000	11500	S 36x7	S 36x10	Her YXC 3	6-4⅝x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	108
109	Moreland TD7	8245	221		34000	12500	S 36x7	S 36x10	Con 16H	6-4¾x5¾	611.4	54.1		L						PC	No	Zen	M	A-L	N-E	109
110	Relay 608W 7T	6545	175	205	36500	12000	P 38x7	DP40x8	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½		4	FP	Bu	Zen	V	A-L	A-L	110
111	Sterling FCS170		Op	Op		14100	P 36x8	DP36x8	Wau HB	6-4¼x5¾	489.	43.4	90-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	111
112	Sterling FCS180		Op	Op		14550	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99-2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	112
113	Sterling FCS210		Op	Op		14750	D 40x8	DP40x8	Wau RB	6-5x5¾	677.	60.	125-2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	113
114	White 630SW 200 3 T		193	205	24000	10000	B8.25/20	DB8.25/20	Own 3AD	6-4x5¼	396	38.4	82-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	114
115	White 642 SW310		198	210	34000	12670	B9.00/20	DB9.00/20	Own 1AB	6-4⅜x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	115
116	White 643 SW410		198	215	4000.	14400	S 40x8	DS40x8	Own 1AB	6-4⅜x5¾	519	45.9	108-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	116

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																			5½ Ton and More Cont'd								
1	Per	P.B-L	B-L 714	U	4	A3	.....	Tim 76720W	...	2F	H	7.33	85.5	Tim 36020N	Ws2rMV	407	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	1
2	Per	P.B-L	B-L 714	U	4	A3	.....	Tim 76720W	...	2F	H	7.33	85.5	Tim 36020N	Ws2rMV	407	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	2
3	Per	P.B-L	B-L 714	U	4	A3	.....	Tim 76720W	...	2F	H	7.33	85.5	Tim 36020N	Ws2rMV	407	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	3
4	Per	P.B-L	B-L 714	U	4	A3	.....	Tim 76720W	...	2F	H	6.38	86.5	Tim 36020N	Ws2rMV	407	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	4
5	Own	D.Ful	Ful M H U	U	4	No	Spl 3	Wis 1567-H	...	2F	R	7.33	46.3	Tim 26450-H	L4IHV	870	FD	Han	9½x3½x¼	C	128½	81¼	36	44x3	60x3½	½	5
6	Per	D.Ful	Ful MHU-AT	A	4	3	Spl 3	Tim 78720 H	...	2F	R	8.90	111.	Tim 27450 H	Ws4IA	...	FD	Ros	9½x3½x¼	C	168	88	32½	44x3	60x3½	½	6
7	Own	dp.Lon	B-L 714	U	4	No	Blo 3	Tim 68720W	...	W	R	Opt	Opt	Tim 27450	Ws4IA	...	CD	Ros	12x3½x¼	C	.....	.....	34	44x3	60x4	½	7
8	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x¼	C	132	92	37½	46x3½	52x4	½	8
9	Own	P.Own	Own AC	A	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AK	O4IV	492	JX	Han	8x3x¼	C	132	.....	37½	48x3½	52x4	..	9
10	Own	P.Own	Own AC	J	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x¼	C	132	92	37½	46x3½	52x4	..	10
11	Own	P.Own	Own AP	J	4	No	Spi 2	Own AP	...	CD	R	6.46	41.5	Own AC	O2IV	287	JX	Own	8x3x¼	C	180	108⅜	37½	46x3½	52x4	½	11
12	Mod	D.B-L	B-L	U	5	No	Pet 3	Wis 1627KH	...	2F	R	Opt	Opt	Tim 26450H	L4IH	690	....	Ros	9x3x¼	C	180	120	33	44x3	56x4	½	12
13	Lon	P.Lon	Own	A	4	No	Cle	Own	...	WF	A	11.7	61	Tim	W4IA	702	ID	Han	10x3x¼	C	139	84½	38½	41x3	56x5	½	13
14	Mod	P.B-L	B-L 1714	U	4	No	Blo	Own 85AH	...	2R	R	7.4	49.7	Tim 27450	L4IH	480	FX	Han	8½x3½x¼	P	192	134	34	42x3	56x4	½	14
15	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	...	2F	R	7.07	49.7	Tim 5572	L4IHV	893	TD	Ros	8½x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	15
16	You	D.Ful	Ful V UOG	U	5	No	Spi	Own	...	2F	R	7.07	49.7	Tim 638	L4IHV	893	TD	Ros	8½x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	16
17	You	D.Ful	Ful V UOG	U	5	No	Spi	Wis 1567	...	2F	R	7.07	49.8	Shu 637	Ws	847	TD	Own	8½x3x¼	P	Opt	Opt	31½	42x3	60x3½	½	17
18	You	D.Ful	Ful V UOG	U	5	No	Spi	Wis 1567	...	2F	R	7.07	49.8	Shu 637	Ws	922	TD	Own	8½x3x¼	P	Opt	Opt	31½	42x3	60x3½	½	18
19	Lon	Own	B-L60 Max	A	7	...	Blo	Ti 68700DP	...	WF	..	10.1	95.0	Tim 16302	L4IH	568	FX	Ros	.....	...	144	94½	....	.....	.....	...	19
20	Lon	D.B-L	B-L 60	A	7	...	Spi	Ti 68700SP	WF	..	R	6.86	83.6	Tim 17300	.....	...	...	Ros	.....	...	144	93	....	.....	.....	...	20
21	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	66.6	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	21
22	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	48x3	54x3	½	22
23	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	8.3	55.2	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	23
24	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	24
25	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	62.7	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	163	107	34	48x3	60x4	½	25
26	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	26
27	Own	D.B-L	B-L	U	12	U8	Spi 6	Tim	...	WF	R	6.56	93.8	Eat	Ws4IA	...	TX	Ros	9½x2¼x¼	C	136½	76¾	32	40x3	56x4	½	27
28	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.5	85.0	Own	O4FXM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	28
29	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	29
30	Own	P.B-L	B-L	A	7	No	Spi	Tim	...	WF	..	Opt	Opt	Tim	T2IMV	...	TD	Ros	8x3½x¼	C	Opt	Opt	37	44x3	56x4	½	30
31	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	W84IA	...	TD	Ros	14x3¼x¼	C	Opt	Opt	33	42x3	62x3½	½	31
32	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	W84IA	...	TD	Ros	14x3½x¼	..	Opt	Opt	33	42x3	62x3½	½	32
33	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	W84IA	...	TD	Ros	14x¾x¼	..	Opt	Opt	33	42x3	62x3½	½	33
34	Per	D.B-L	B-L 60	A	4	A	Spi	Tim68700DH	...	WF	R	10.0	48.2	Tim 26050H	L4IHV	...	TD	Ros	8x3x¼	C	...	76	36	.....	.....	...	34
35	Chi	D.B-L	B-L 70	A	4	No	Blo 6	Tim 68720	...	2F	R	Opt	Opt	Tim	T2IMV	500	2I	Ros	.....	P	Opt	Opt	34	41½x2½	.....	½	35
																			Six-Wheelers								
36	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 300W	4R	W	R	10.6	100	Tim 27450	T6IA	720	TD	Ros	10½x3x¼	T	159½	86¾	34¼	42½x3	61x5	½	36
37	Lon	D. B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x¼	P	216	129	36	40x3	54x4	N	37
38	Chi	D.B-L	B-L60 Max	A	7	No	Spi 6	Tim 310	W	WF	R	7.75	73.6	Tim 26450	TWRIA	796	TD	Ros	8x3½x¼	C	.....	.....	35½	44½x3	60x4	..	38
39	Per	P.B-L	B-L 615	U	5	No	Spi	TimSW100W	4R	WF	..	Opt	Opt	TimSW100Tw	Ws6IA	...	TD	Ros	8x3½x¼	C	Opt	.....	.....	40x2½	56x4	½	39
40	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW200W	4R	WF	..	Opt	Opt	Tim 26450W	Ws6IA	...	TD	Ros	8x3x¼	C	Opt	.....	.....	46x3	56x4	½	40
41	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW310W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10½x3½x¼	T	Opt	.....	.....	46x3	66x4	½	41
42	Per	P.B-L	B-L 707	A	7	No	Spi	TimSW410W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10½x3½x¼	T	Opt	.....	.....	46x3	66x4	½	42
43	Per	D.B-L	B-L 60	A	7	No	Blo	T. SWD200H	4 R	WF	R	7½	71.2	Tim 36020H	L6IHV	...	TD	Ros	10x3¾x¼	C	132	80	37	48x3	64x4	½	43
44	Per	D.B-L	B-L 70	A	7	No	Blo	T.SWD310W	4 R	WF	R	8½	79.6	Tim36020TW	TrIA	...	TD	Ros	10x3¾x¼	C	132	80	37	48x3	64x5	½	44
45	Per	D.B-L	B-L 70	A	7	No	Blo	T.SWD410W	4 R	WF	R	9	84.6	Tim36020TW	TrIA	...	TD	Ros	10x3¾x¼	C	136¼	74¼	37	45½x3	64x5	½	45
46	G&O	D. Cov	B-L 55	A	7	No	SpP 4	Own	4 R	WF	H	Opt	Opt	Shu 5582B	L6IHV	571	TD	Ros	6½x3x¼	P	162	103	34	45½x2½	58x4	N	46
47	G&O	D.Cov	B-L60 Max	A	7	No	SplB4	Tim SW200	4R	WF	R	Opt	Opt	Tim 16300	Ws4I	238	TD	Ros	9x3½x¼	P	162	100¼	37	46x3	50x4	N	47
48	G&O	D. Cov	B-L60 Max	A	7	No	SpP	Tim SW310	4R	WF	R	Opt	Opt	Shu	Ws4I	238	TD	Ros	9x3½x¼	P	138¾	94¾	37	46x3	50x4	N	48
49	G&O	D.B-L	B-L 70	A	7	No	SpB	Tim SW310	4 R	WF	R	Opt	Opt	Shu	Ws4I	238	TD	Ros	9x3½x¼	P	141	93	37	46x3	50x4	N	49
50	Own	D.Ful	Ful H-OG	U	8	A 8	Blo	Wis 8017	4 R	WF	R	7.75	72.7	Shu 615	WrIMV	960	CX	Ros	10x2¾x¼	T	240	140	36	48x3	65x3½	N	50
51	Per	P.B-L	B-L 314	U	4	...	PeS6	Tim Own	4R	WF	R	7.66	50.6	Tim 33020	L4rIHV	459	TX	Ros	7½x3½x¼	C	168	91½	33½	37x2½	46x3½	N	51
52	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x¼	C	192	114½	34	41x3	46x3½	N	52
53	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x¼	C	192	114½	34	41x3	46x3½	N	53
54	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x¼	C	192	114½	34	41x3	46x3½	N	54
55	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	H	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x¼	C	192	114½	34	41x3	46x3½	N	55
56	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	90.3	Tim 17300	T4rIA	504	TX	Ros	8½x3½x¼	C	213½	149¾	34	42½x3	49½x4	N	56
57	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	90.3	Tim 17300	T4rIA	504	RX	Ros	8½x4x¼	C	213½	149¾	34	42½x3	49½x4	N	57
58	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B373A	2 R	8F	H	6.38	40.8	Cla F212	L6IH	566	TX	Gem	6x2¼x¼	C	123	64¼	34	38x2¼	40½x2½	N	58
59	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B373A	2R	8F	H	6.38	40.8	Cla F212	L6IH	566	TX	Gem	6x2¼x¼	C	118	63¾	34	38x2¼	40½x2½	N	59
60	Lon	P.B&B	W-G-T9	U	4	No	Cle	Cla B373A	4R	BF	H	6.38	40.8	Cla F212	L6IH	566	TX	Gem	6x2¾x¼	C	123	64¼	34	38x2¼	40½x2½	N	60
61	Lon	P.B&B	W-G-T9	U	4	No	Cle	Cla B373A	4R	BF	H	6.38	40.8	Cla F212	L6IH	566	TX	Gem	6x2¾x¼	C	118	63¾	34	38x2¼	40½x2½	N	61
62	Lon	P.B&B	Own	A	4	No	Cle	Cla B610A	2 R	BF	H	6.38	38.5	Cla F304	L6IH	675	TI	Ros	6x3½x¼	C	158	84	34	40x2¼	44x3	N	62
63	Per	D B-L	B-L	U	8	...	Blo	Wis	...	2F	H	8.36	173.	Wis	B6IMV	...	T4	Ros	10x3x⅜	C	.....	.....	34	48x3½	.....	N	63
64	Per	D. B-L	Own	A	5	Op	Blo 4	Own X	4F	BF	H	8.9	88.6	Own M	B6IMV	....	4M	Ros	7x3x⅜	C	180	137	36	42¾x2½	44x3	N	64
65	Lon.	D.Own	Own	U	12	A	Pet	Own	4 R	WF	R	9.25	129	Own	BrIA	870	TD	Jac	9½x3½x¼	P	161	100¼	34½	40x3	50x4	½	65
66	Lon	D.	Own	U	4	Op	Spi	Own	4R	WF	R	8.50	53.3	Own	B6IA	...	TX	Jac	9½x4x¼	P	161	100	34½	40x3½	45x4	N	66
67	Lon	D.	Own	U	4	Op	Spi	Own	2	2F	R	8.15	51.1	Own	B6IA	...	TX	Jac	10½x4x¼	P	161	100	34½	50x3½	45x4	N	67
68	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x¼	T	.....	.....	.....	40x3	58x3½	..	68
69	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x¼	T	.....	.....	.....	40x3	58x3½	½	69
70	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x¼	T	.....	.....	.....	40x3	58x4	½	70
71	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x¼	T	.....	.....	.....	40x3	58x4	..	71
72	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x¼	T	.....	.....	.....	40x3	58x4	½	72
73	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x9	T	.....	.....	.....	40x3	58x4	½	73
74	Own	D.Ful	Ful MUH	U	4	A3	MM8	Wis SD410	...	DF	R	10.2	128.	Tim27450TW	B6IM	...	CD	Ros	14x3½x½	T	.....	.....	.....	40x3	58x4	½	74
75	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2B	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x¼	P	Opt	Opt	34	40¼x3½	56x3½	N	75
76	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2F	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x¼	P	Opt	Opt	34	40¼x3½	56x3½	N	76
77	Chi	D.B L	D.B-L 60-7	A	7	No	Bl 5-4	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	W84IA	780	TX	Ros	8x3x¼	P	Opt	Opt	36	40¼x3½	66x4	N	77
78	Chi	D.B-L	D.B-L 70-7	A	7	No	Bl 5-6	Eat 44000	4R	2F	A	Opt	Opt	Tim 27450	W84IA	780	Tx	Ros	8x3x¼	P	Opt	Opt	36	43x3½	66x4	N	78
79	You	D.B-L	B-L 55-7	A	7	No	Blo	Wis 1627KW	2	2F	H	10.3	139	Shu 678	W4IA	471	TD	Ros	8x4x⅜	I	131½	80	34½	41½x3	54½x3½	¼	79
80	You	B-L	B-L714.703	A	12	A3	Blo	Wis 1627KW	2	2F	H	10.2	139	Shu 678	W4IA	471	TD	Ros	8x4x⅜	I	Opt	Opt	37¼	41½x3	54½x3½	¼	80
81	You	B-L	B-L714.703	A	12	A3	B6	Wis 410SD	4R	2F	R	18.2	139.	Shu 715-11	W6IA	...	TD	Ros	9x4½x⅜	I	.....	.....	.....	41½x3	53x4	..	81
82	Lon	D.B-L	B-L	A	7	No	Spl 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x¼	P	216	129	36	40x3	54x4	½	82
83	Per	P.B-L	B-L 1554	U	4	A3	Spi	Ti'SDT310W	...	2F	H	7.33	104.	Tim 35000N	Ws4rA	815	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	83
84	Per	P.B-L	B-L 714	U	4	A3	Spi	Ti'SDT310W	...	2F	H	7.33	85.5	Tim 36020N	Ws4rA	815	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	84
85	Per	P.B-L	B-L 714	U	4	A3	Spi	Tim 310W	...	WF	H	7.25	84.5	Tim 36020N	Ws4rA	815	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	85
86	Per	P.B-L	B-L 714	U	4	A3	Spi	Tim 310W	...	WF	H	7.25	98.4	Tim 36020N	Ws4rA	815	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	86
87	Per	P.B-L	B-L 714	U	4	A3	Spi	Tim 310W	...	WF	H	7.25	98.4	Tim 36020N	Ws4rA	815	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	87
88	Per	P.B-L	B-L 714	U	4	A3	Spi	TimSW410W	...	WF	H	7.60	103.	Tim 36020N	Ws4rA	815	FD	Ros	8x3x¼	C	.....	.....	33¾	42x3	56x4	½	88
89	Own	B-L	B-L 55-7	A	7	No	SpB	Ti.SW100TW	4R	WF	..	7.33	69.6	Tim 15703H	T4IA	674	TD	Ros	7x3½x¼	P	168	Opt	34	44x3	60x4	½	89
90	Own	B-L	B-L 60-7	A	7	A7	Spi	TiSW 200TW	...	WF	R	7.75	73.6	Tim 16302	T4IA	848	TD	Ros	7x3½x¼	P	180	Opt	38	44x3	60x4	½	90
91	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 300W	...	WF	R	9.33	88.6	Tim 16302	T4IA	848	TD	Ros	8x3½x¼	P	180	Opt	38	44x3	60x4	½	91
92	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 400W	...	WF	R	10.3	98.1	Tim 17300	T4IA	848	TD	Ros	8x3½x¼	C	204	Opt	38	44x3	60x4	½	92
93	Own	dp.Lon	B-L 714	U	4	No	Blo 5	Tim SWD410	4R	WF	..	Opt	Opt	Tim 27450	Ws6IA	...	CD	Ros	12x3½x¼	C	.....	.....	34	44x3	None	N	93
94	Chi	D.B-L	B-L 51-5	U	5	No	Spi 3	Ti'63703-97H	4	WF	R	6.0	35.7	Tim 35000H	L6IHV	700	CX	Ros	7x4x¼	C	162	108	34	39x2½	51x3	N	94
95	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	Ti'65703-97H	4	WF	R	6.75	47.7	Tim 35000H	L6IHV	870	CX	Ros	7x4x¼	P	162	108	34	39½x3	46x3½	N	95
96	Chi	D.B-L	B-L 60-7	A	7	No	Spi 4	Tim 65793-4	4	WF	R	9.66	91.7	Tim 26050H	T4IHV	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	52x3½	N	96
97	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	53x4	N	97
98	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	53x4	N	98
99	Per	D.B-L	B-L 615	A	5	No	Spi 4	TimSD 411-2	2R	2F	R	8.85	59.8	Tim26450TW	WS6IA	...	FD	Ros	12x3x¼	C	198	116	33	42x3	.....	N	99
100	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	A	.....	.....	Own AK	OrIV	...	FD	Own	8x3x¼	C	132	87	37	46x3½	52x4	½	100
101	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	A	.....	.....	Own AC	O6IA	...	FD	Own	8½x2¾x¼	C	180	107	37	48x3½	52x4	½	101
102	Own	P.Own	Own AC	A	4	No	Spi 4	Own	4R	2F	A	.....	.....	Own AK	O6IA	...	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	102
103	Own	P.Own	Own AC	J	4	No	Spi 4	Own AP	4R	CD	R	.....	.....	Own AK	O6IA	...	FD	Own	8x3x¼	C	135	88	37	46x3½	52x4	½	103
104	Own	P.Own	Own AC	A	4	No	Spi 4	Own	4R	2F	A	6.52	41.8	Own AK	O6IA	...	FD	Own	8x3x¼	C	144	.....	37	48x3½	52x4	½	104
105	Lon	P.B-L	B-L 314	U	4	A 4	Cle	Own	4R	WF	T	7.66	41.0	Tim 14703	L4rIH	...	TX	Ros	9½x3½x¼	C	168	102	34	40x2½	42x2½	½	105
106	Lon	P.B-L	B-L 51	U	12	A 4	Cle	Own	...	WF	T	8.75	96.4	Tim 16300	O4MV	...	TI	Ros	9½x3½x¼	C	168	113	34	39½x2½	43½x3½	½	106
107	Lon	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	R	8.5	93.6	Tim 16300	O4rIMV	...	TI	Ros	9½x3x¼	C	192	137	38	44x3	43½x3½	½	107
108	Own	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	T	9.33	103	Tim 17300	O4rIMV	...	TX	Ros	11x3x¼	C	216	135	38	44x3	43½x4	½	108
109	Own	P B-L	B-L 714	U	12	A4	Cle	Own	...	WF	T	10.3	113	Tim 17300	O4rIMV	...	TX	Ros	11x3x¼	C	240	135	38	44x3	43x4	½	109
110	Lon	Ful	Ful VU	U	5	...	Blo	Own 60	2R	2F	R	9.09	63.6	Tim 15733H	L4IH	744	FX	Han	8½x3½x¼	P	216	126½	34	42x2½	58x3	½	110
111	Mod	D Own	Own	U	4	A 3	Spl	Own	...	CD	R	9.5	63.2	Tim	Ws4IA	792	CD	Ross	15x3½x¼	C	Opt	Opt	34	48x3	60x3½	N	111
112	Mod	D Own	Own	U	4	A 3	Spl	Own	...	CD	R	9.5	59.6	Tim	W84IA	792	CD	Ros	15x3½x¼	C	Opt	Opt	34	48x3	60x3½	N	112
113	Mod	D Own	Own	U	4	A 3	Spl	Own	...	CD	R	9.5	59.6	Tim	W84IA	792	CD	Ros	15x3½x¼	C	Opt	Opt	34	48x3	60x3½	N	113
114	.....	P.Own	Own 4B	U	4	No	...	Tim SW200H	...	WF	R	6.75	44.2	Own 6D	WrIHV	...	CI	Ros	8x3x¼	C	Opt	104¼	34	42x3	42x4	N	114
115	.....	dp.Own	Own 7B	U	4	No	Spi	TimSW310w	...	WF	R	8.5	55.6	Own 12D	WrIA	...	C	Ros	8½x3½x¼	C	167	109¾	....	42x3	42x4	N	115
116	.....	dp.Own	Own 7B	U	4	No	Spi	TimSW410W	...	WF	R	10.2	69.1	Own 12D	WrIA	...	C	Ros	8½x3x¼	C	167	109¾	....	42x3	42x4	N	116

KEY OF REFERENCES

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7–10 ton, $4,950, tires, S 36x5, DS 40x5; 11–14 ton, $5,500, tires, S 36x6, DS 40x6; 15 ton, $6,000, tires S 36x7, DS 40x7.

(T)—Day-Elder 75–1½ ton. Same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(U)—Gotfredson-Rear Axle Model B800 also provided with 2412 EA-Car.

(V)—Hug 87M has wheelbase of 120 in. C87 has wheelbase of 146, 154, 171 and 181.

(Y)—Chevrolet utility model with dual 30x5 rear tires lists at $545.00.

(Z)—Larger engines and corresponding transmissions, clutches, axles, etc., provided on all models of Corbitt trucks when type of service requires them.

TIRES

B—Balloon.
DB—Dual Balloons standard equipment.
P—High Pressure Pneumatics standard equipment.
DP—Dual High Pressure Pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
°—Pneumatics furnished at extra cost.

ENGINE — Make

Bud—Buda Company.
Con—Continental Motors Corp.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

Valve Arrangement

H—In head.
L—"L" Head.
S—Sleeve.
T—"T" Head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash

Governor

Bf—Bethlehem Fabricators, Inc.
Bu—Buda
Co—Continental.
Ha—Handy Governor Co.
HS—Amer. Car & Fdy. Co.
KP—Handy Governor Co.
Mo—Monarch.
No—Not supplied.
On—Own
Op—Optional.
Pe—Pierce Governor Co.
Si—Simplex (Eisemann Magneto Corp.)
St—Sterling.
Wa—Waukesha.

Radiator

Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G & O Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Company.
McC—McCord Rad. & Mfg. Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
You—Young Rad. Company.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.
Joh—Johnson.
Mar—Marvel Carburetor Co.
Sch—Wheeler Schebler Co.
Ste—Detroit Lubricator.
Str—Stromberg Motor Dev. Co.
Stw—Stewart.
Til—Tillotson Mfg. Co.
Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.
G—Gravity.
M—Mechanical Pump.
P—Pressure.
V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.
R-Bo—Robert Bosch Magneto Co.
Apo—Apollo Magneto Corp.
D-R—Delco Remy Company.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elec. Co.
Spl—Splitdorf Electrical Co.
1—Generator and Starter at extra cost.
2—Starter not supplied. Generator at extra cost.
3—Starter at extra cost.

CLUTCH — Type

D—Multiple disk.
dp—Double Plate.
O—Plate in oil.
P—Single plate.

Make

B&B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
Jon—Jones Clutch & Gear Co.
Lon—Long Mfg. Company.
M-E—Merchant & Evans.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
Roc—Rockford Drill Machine Co
W-G—Warner Gear Co.

GEARSET — Make

B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products-Div. General Motors Corp.
W-G—Warner Gear Co.
War—Warner Corp.

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary, Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

UNIVERSAL JOINTS

Blo—Blood Bros. Mach. Co.
B-C—Blood and Cleveland.
Cle—Cleveland Steel Prod. Corp.
Har—Spicer Mfg. Co.
M.M.—Mechanics Machine Co.
PeS—Peters and Spicer.
Pet—Peters.
P-S—Peters and Snead.
S-C—Spicer and Cleveland.
Spi—Spicer Mfg. Co.
S-P—Superior Universal Products Co.
SpB—Spicer and Blood Bros.
SpP—Spicer and Pick.
S-T—Spicer & Thermoid.
U-M—Universal Machine Co.
U-P—Universal Products Co.

REAR AXLE — Make

Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full Floating.
H—Hypoid
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral Bevel.
W—Worm.
w/2—Worm or Double Reduction Optional
½—Semi-Floating.
¾—Three-Quarter Floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss.
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.
O—Radius Rods Optional.

WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

FRONT AXLE — Make

Shu—Shuler Axle Co., Inc.
Cla—Clark Equipment Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
She—Sheldon.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

BRAKES—Service — Make

B—Bendix.
BE—Bendix front, Eaton rear.
BO—Bendix front, Own rear.
C—Columbia.
K—Clark.
L—Lockheed.
LO—Lockheed front, Own rear.
O—Own.
OE—Own front, Eaton rear.
OW—Own front, Wisconsin rear.
S—Steeldraulic.
T—Timken.
W—Wisconsin.
Ws—Westinghouse.

Location

2—Two Wheel.
4—Four Wheel.
6—Six Wheel.
2/4—Two wheel brakes effective on all four wheels through driveshaft.
F—Driveshaft effective on four wheels.
J—Jackshaft.
P—Propeller shaft.
P/4—Propeller shaft effective on four wheels.
r—Four rear wheels.

Type

I—Internal.
Y—Internal front and external rear.
X—External.

Method of Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—Hand — Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gear shaft.
T—Transmission.
F—Driveshaft.

Type

D—Disk.
I—Internal.
X—External.
Y—Internal front and external rear.

STEERING GEAR — Make

CAS—Columbus G. & P. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Steering Gear Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.
Woh—Wohlrab Gear Co.

FRAME — Type

C—Channel.
I—"I" Beam.
P—Channel reinforced with plate.
T—Side rails tapered front and rear.

SPRINGS—Auxiliary — Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.

(X) **General Motors Trucks.** Gross vehicle weight indicated for each model in table is the *Straight Rating* (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follows.

Note: Models T-15 to T-61 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL	RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)	TYPE NUMBERS	RANGE OF PAYLOAD (TON)
T-15	4500 to 6500	1501 to 1708	½-1½
T-18	6000 to 8200	181-1 to 187-20	1-2
T-19	7500 to 10000	2201 to 2223	1½-2½
T-25	6800 to 9000	2501 to 2518	1½-2
T-26	8500 to 11000	261-1 to 2618-18	2-3
T-30	10000 to 12500	3201 to 3215	2-3
T-31	11000 to 14000	311-1 to 315-9	2½-4
TX-186½	14000	Export Coach	.....
WX-185	14500	Export Coach	.....
T-42	12000 to 15000	4201 to 4212	2½-4
T-44	12000 to 16000	4401 to 4412	3-4½
T-45	13500 to 16000	451-1 to 455-10	3-4½
WX-215	17000	Export Coach	.....
T-51	16500 to 19000	511-1 to 517-13	4-5½
T-55	16500 to 19000	551-1 to 557-13	4-5½
T-60	18500 to 22000	6201 to 6218	5-6½
T-61	19500 to 22000	611-1 to 619-8	5-6½
T-82	19000 to 24000	8201 to 8212	5-7
T-83	20000 to 24000	831-1 to 837-8	5-7
T-85	25000 to 30000	851-1 to 859-9	6-8
T-90	22000 to 28000	9001 to 9007	5-7½
T-95	30000 to 40000	951-1 to 956-9	7-11
T-96	28000 to 34000	961-1 to 965-8	7-9